

To: All Members and Officers of the
Prosperous Staffordshire Select Committee.

Please ask for: Louise Barnett
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Dear Sir/Madam,

**WORKING GROUP Inquiry Session 1 - Working together to address the impact of heavy -
Tuesday, 20th October, 2015**

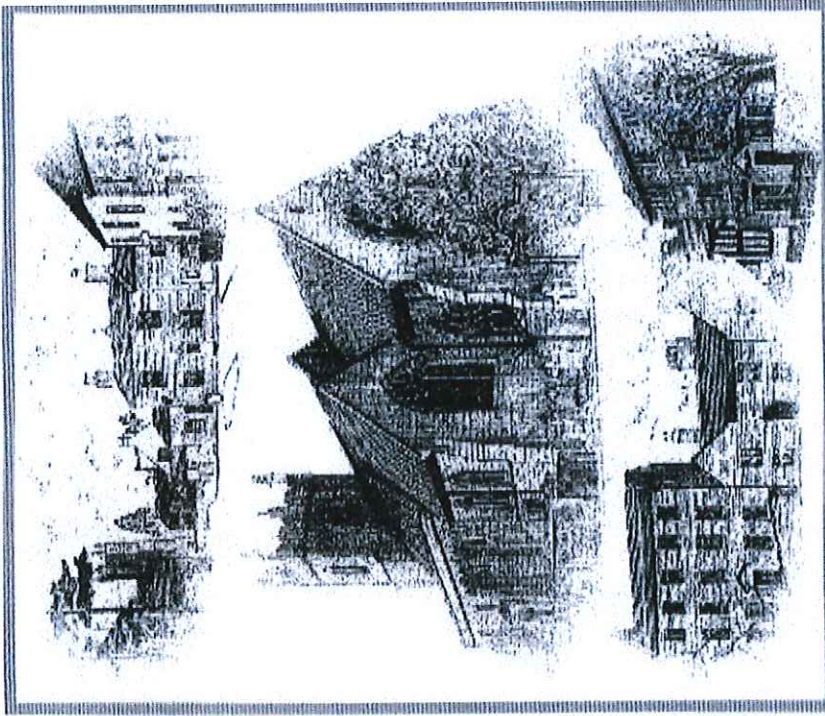
I have recently forwarded to you a copy of the agenda for the above Inquiry Session.

I am now also able to enclose, for consideration the following reports to support the discussion at
Item 3 of the agenda.

- **A report from Yoxall Parish Council in support of the petition for a Weight Restriction on the A515 from Stubby Lane, Draycott in the Clay through Yoxall and Kings Bromley to Wood End Lane, Curborough**
- **Request for a Weight Restriction on the A515 from Stubbins Lane (Draycott in the Clay) through Yoxall and Kings Bromley to Wood End Lane**

John Tradewell
Director of Law and Governance

Enc



The A515 Through Yoxall - A Road No Longer Fit For Purpose
A Report detailing the problems and solutions

A Report from the Yoxall Parish Council

in support of the petition

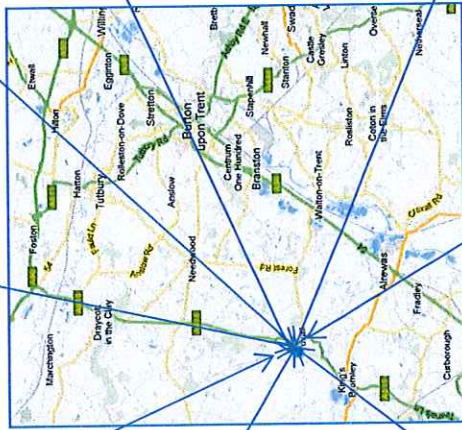
for a Weight Restriction on A515

from

Stubby Lane, Draycott in the Clay through Yoxall and Kings Bromley to
Wood End Lane, Curborough.

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Profit Before Safety

Yoxall the A515 a Road no Longer Fit for Purpose

EXECUTIVE SUMMARY

- The A515 through Yoxall does not meet current design standards for an A road and HGVs cannot navigate it with safety.
- When HGVs use the A515 through Yoxall they cause increased particulate pollution, physical danger to pedestrians, intimidate primary schoolchildren, threaten the elderly and make it impossible for the disabled to navigate the footpaths, and in addition cause damage to property.
- The proposed solution is to place a weight restriction on the section of the A515 from Stubby Lane, Draycott in the Clay to Wood End Lane, Curborough and direct HGVs onto the A50 and A38 which are designed to take these vehicles, thereby keeping them away from rural villages and rural roads which are incapable of safely carrying this traffic.
- Future policy decisions relating to construction traffic and temporary site works arising from construction of HS2, implications of possible road pricing and further development of Fradley, Burton and Marchington distribution sites should all be recognised as major policy decisions that will have significant and increasingly detrimental effects on the A515 and the villages along its route.

EXECUTIVE SUMMARY

- A petition in Yoxall has been signed by 1835 petitioners; principally residents but supported by people that work in Yoxall and sympathetic visitors that demand a weight limit be put on a section of the A515 to stop HGVs using the A515 through the villages.
- The facts that will be illustrated in this report have already been acknowledged by Staffordshire County Council officers and Councillors.
- The key issue is that the A515 is a ROAD NO LONGER FIT FOR PURPOSE and the operators of HGVs are placing:

“PROFIT BEFORE SAFETY.”

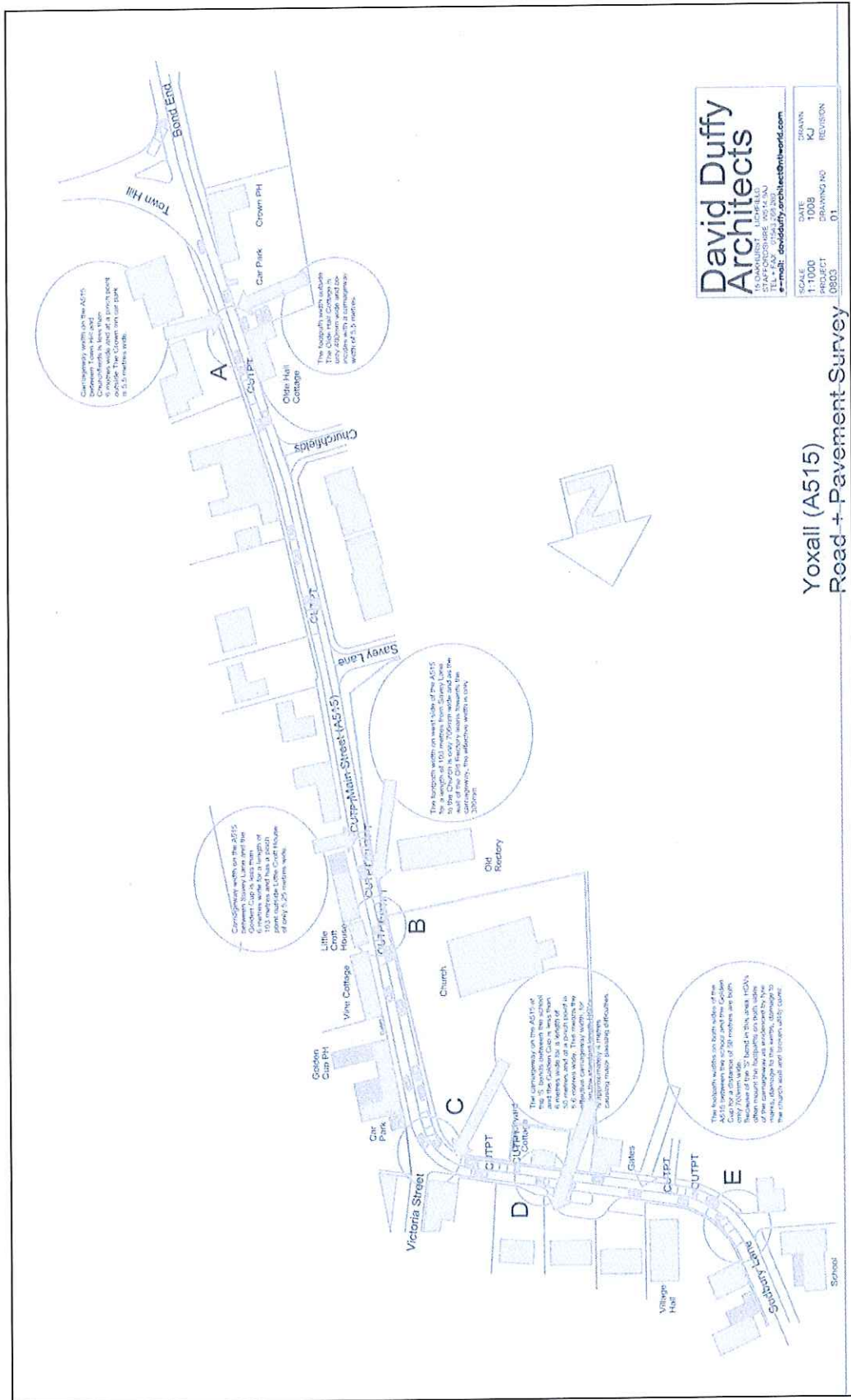
PHYSICAL CONSTRAINTS OF THE CARRIAGEWAY

The following table compares the existing A515 in Yoxall with the current design standards.
See page 8 and Appendix for detail

CRITERIA	EXISTING CONDITION	CURRENT DESIGN STANDARD	DEFICIENT CRITERIA
Carriageway widths	Less than 6.00 metres throughout village. Down to 5.25 metres.	Minimum 7.3 metres.	-1.3 metres generally. -2.05 metres at pinch points.
Stress point width	Effectively 4 metres on S bends.	Minimum 7.3 metres.	-3.3 metres at S bend.
Footpaths	Maximum 1.5 metres. 0.7 and 0.6 metres generally. 0.3 at critical points.	Minimum 1.8 metres.	-0.3 metres at widest. -1.1 metres generally. -1.5 metres at pinch points.
Line of sight	Blind spot on S bend. Blind spot at junction of Hadley Street and A515	2 metres from back of kerb.	No sight lines at critical S bend. No sight lines at Hadley Street/A515.

The facts are clear: HGVs using the A515 through Yoxall are placing PROFIT BEFORE SAFETY.

Small scale survey of road conditions showing deficiencies; see Appendix for enlarged detail



TRAFFIC DATA

HGVs Counted north and south through Yoxall
[count taken by Kings Bromley Parish Council]

Basis of Data	Time	Number of HGVs	HGVs per hour/number per second
SCC File 27F078	07:00 to 19:00	503	42=1 every 85 seconds
Traffic count	19:00 to 07:00	334	28=1 every 120 seconds
Traffic count [night peak]	00:00 to 01:00	43	43=1 every 80 seconds
Traffic count [school start]	08:00 to 09:00	42	42=1 every 85 seconds
Traffic count [school home]	15:00 to 16:00	41	41=1 every 85 seconds

The operators are placing
PROFIT BEFORE SAFETY.



Yoxall the A515 a Road no Longer Fit for
Purpose

THE PETITION and SUPPORT from the PUBLIC

In addition to the 1835 signatures the public were invited to leave comments on a social media page. A copy of the Petition heading sheet and three examples of the 98 comments are set out on this page.

A515 ACTION GROUP

We the undersigned demand a 7.5 ton weight restriction on the A515 and auxiliary roads between Wood End Lane, Kings Bromley and Stubby Lane, Draycott in the Clay.

DATE	PRINT NAME	SIGNATURE	POSTCODE
6/5/15	[REDACTED]	[REDACTED]	[REDACTED]
6/5/15	[REDACTED]	[REDACTED]	[REDACTED]
1/5/15	[REDACTED]	[REDACTED]	[REDACTED]

"I have two young children and walk to school every morning along the A515 and consistently worry that a serious accident is imminent. On a daily basis I worry about the pavements; evident by the recent damage to the memorial railings and church wall. Proactive action is required now before we are responding to a seriously injured individual or worse, a fatality. Please act without further delay." JW

"The A515 running through Yoxall was never intended for heavy traffic. It is not fit for purpose in relation to heavy vehicles that have, on occasions, to mount the very narrow pavements to allow other heavy vehicles to pass. At some corners long vehicles have to cross the centre line to negotiate the bend. The position for pedestrians and cyclists is hazardous. The old, children and disabled find it particularly difficult on the narrow pavements when heavy vehicles pass close by - often at too fast a speed - creating a strong back draught causing difficulties in balance. The road is so unfit for purpose for heavy vehicles that it is only a matter of time before there will be a sad, yet avoidable, serious accident. There is a simple and obvious line of action. Let's take it before its too late." WO.

"I've nearly been killed by an oncoming lorry as I walked the path on the church corner it came at high speed and mounted the curb driving right towards me. I had merely seconds to dive over the church wall to escape being flattened or worse. It was lucky I was walking towards the direction of the traffic, had I been walking with my back to the traffic I may not be alive today to tell you this story."

RK.

INCIDENTS and PHOTOGRAPHIC EVIDENCE



PROFIT BEFORE SAFETY

Yoxall the A515 a Road no Longer Fit for Purpose

APPENDIX A

LARGE SCALE DRAWINGS OF A515 IN YOXALL

Detail A – A515 at The Crown Public House

Detail B – A515 at The Old Rectory and Little Croft House

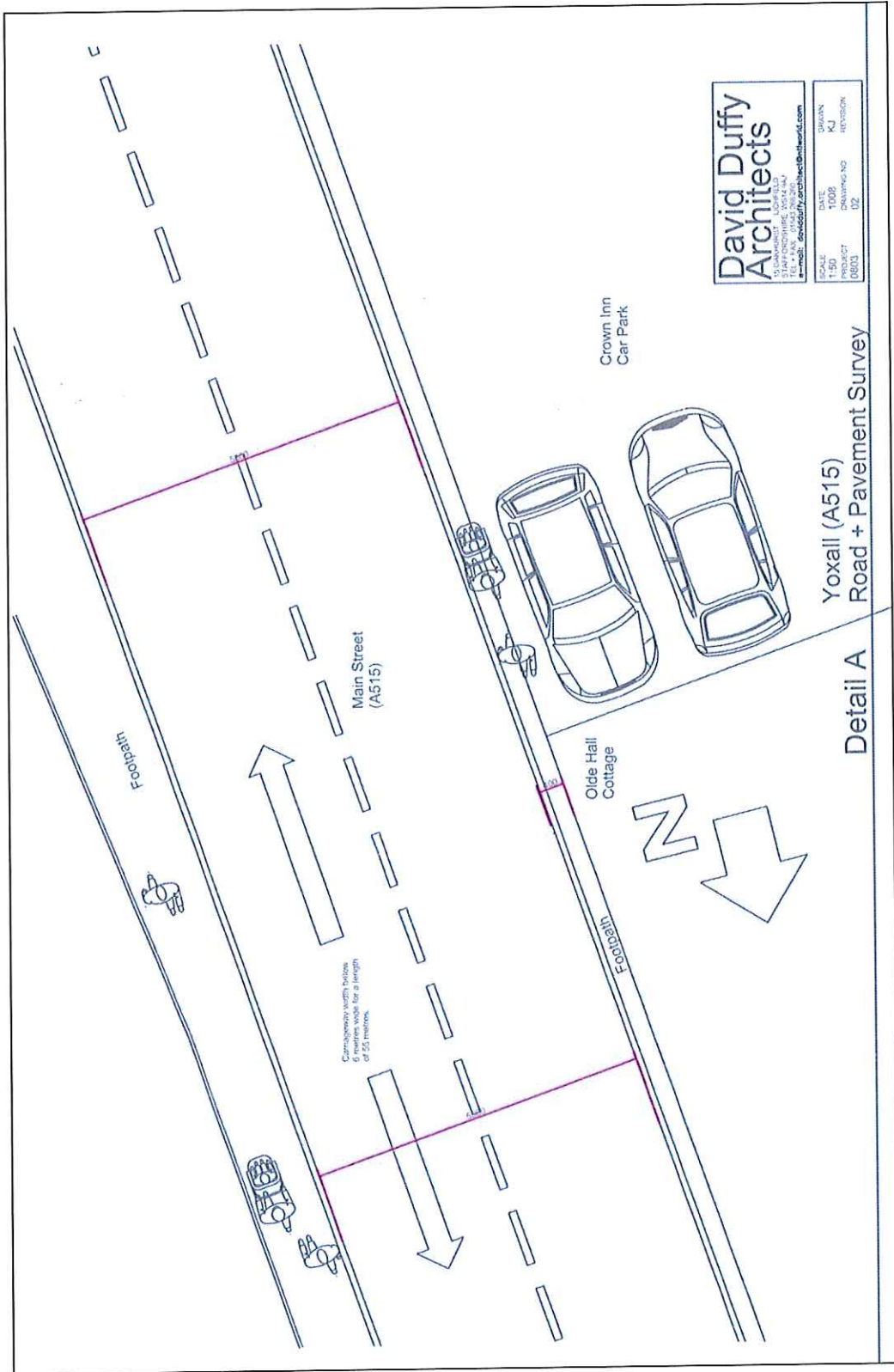
Detail C – A515 at junction with Victoria Street

Detail D – A515 at Churchyard Cottage

Detail E – A515 at junction with school access

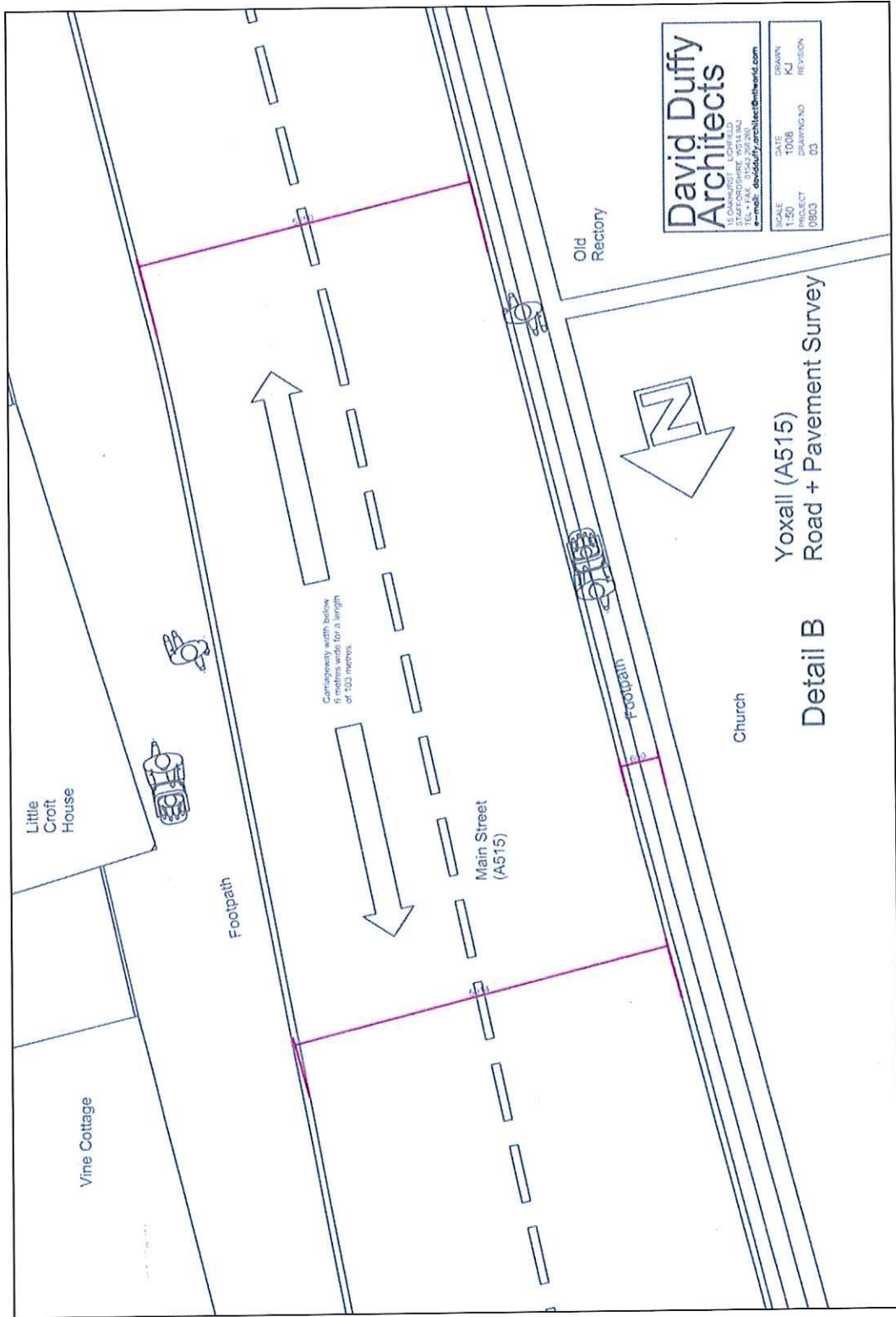
APPENDIX A

Detail survey of road Detail A



Yoxall the A515 a Road no Longer Fit for Purpose

APPENDIX A Detail survey of road Detail B

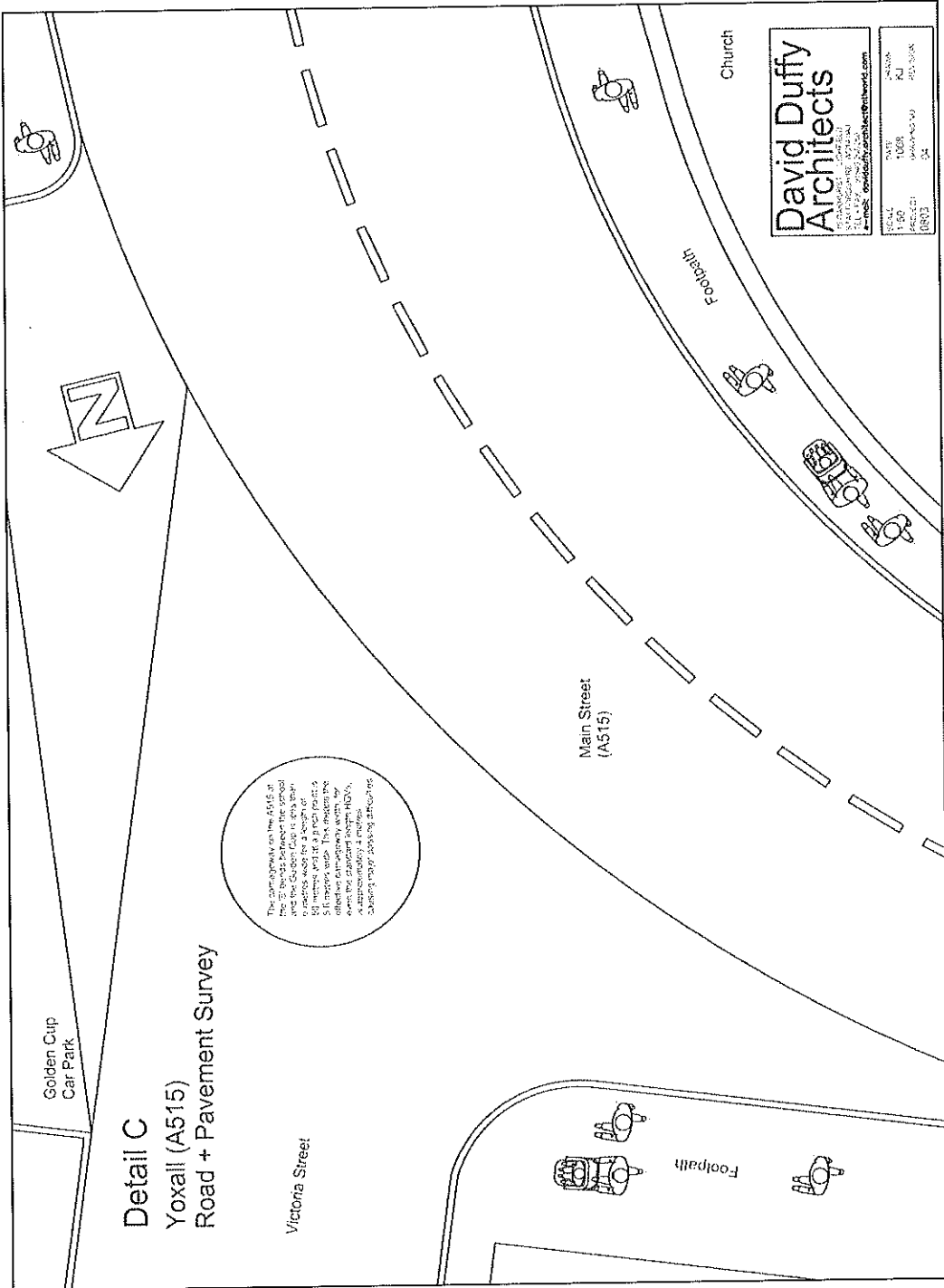


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 E-MAIL: david@duffy-architects.com

SCALE	DATE	DRAWN
1:50	10/08	KJ
PROJECT	DRAWING NO	REVISION
0803		03

**Yoxall (A515)
Road + Pavement Survey
Detail B**

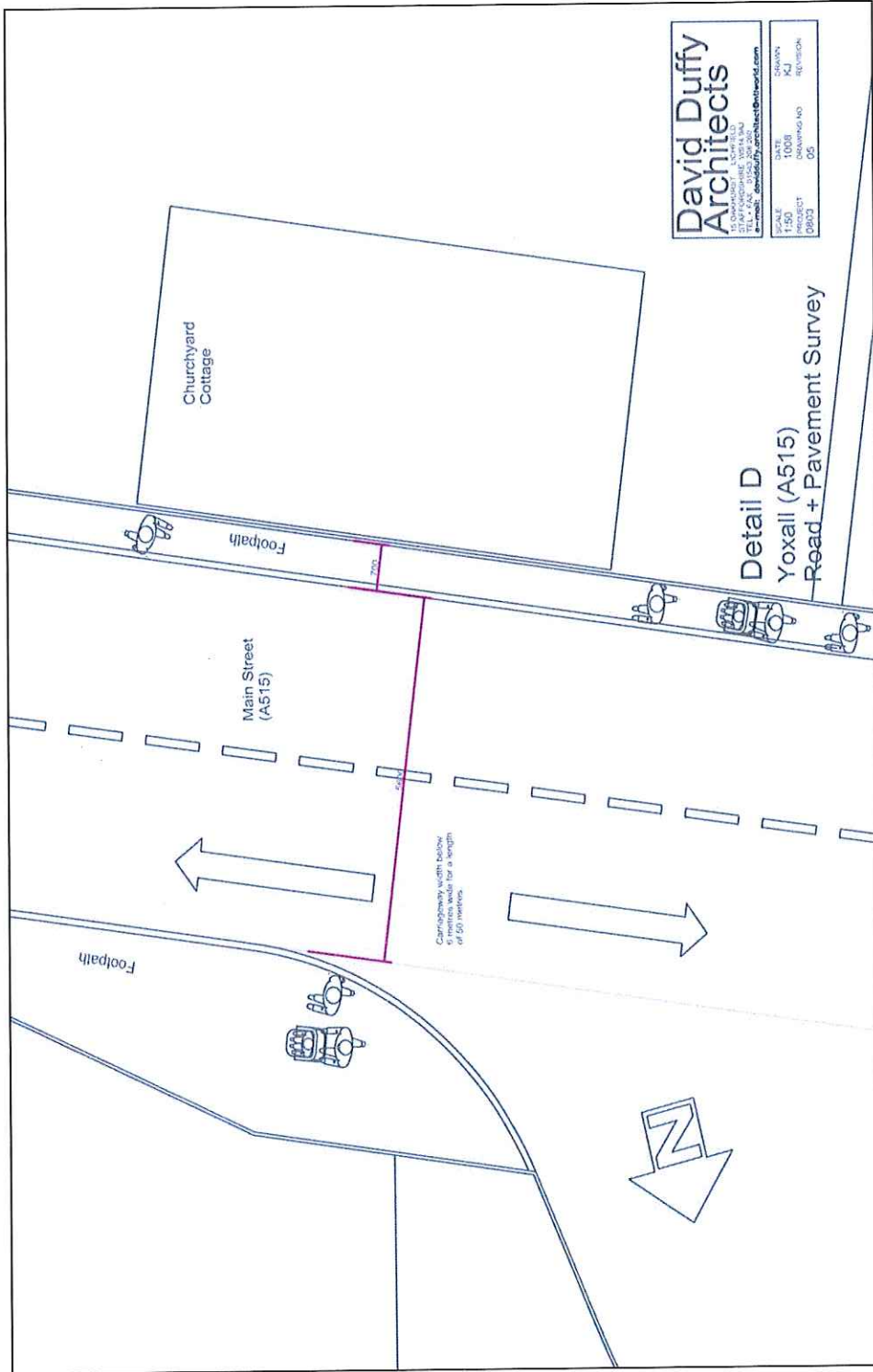
APPENDIX A Detail survey of road Detail C



Yoxall the A515 a Road no Longer Fit for Purpose

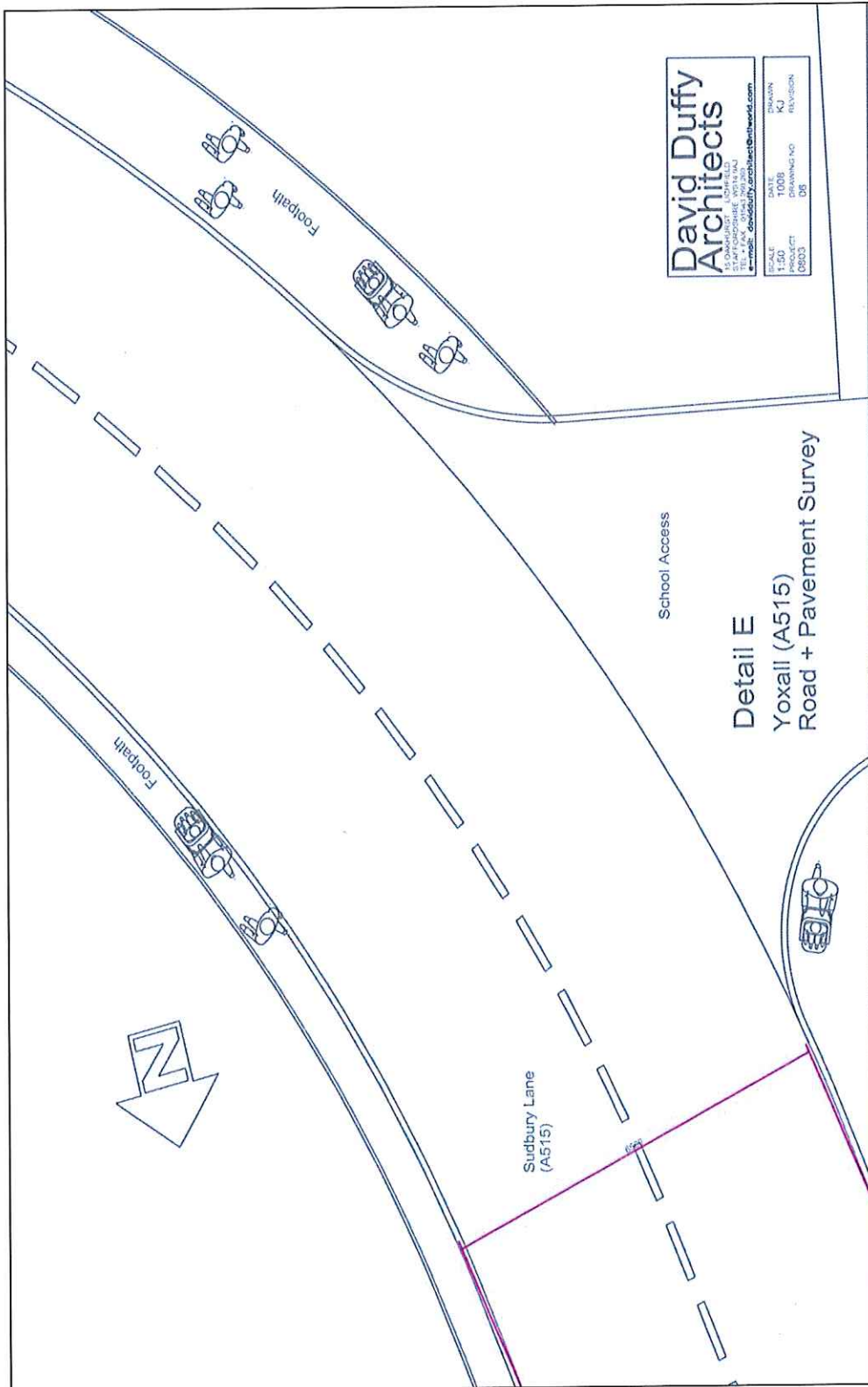
APPENDIX A

Detail survey of road Detail D



Yoxall the A515 a Road no Longer Fit for Purpose

APPENDIX A
Detail survey of road Detail E



APPENDIX B

COMMENTS MADE BY PUBLIC ON SOCIAL MEDIA

In support of the petition that was signed by 1835 people the public were invited to put comments onto a social media page.

The following are the ninety eight comments put by the public on the social media page. See separate document.

Request for a Weight Restriction on the A515 from Stubbins Lane (Draycott in the Clay) through Yoxall, and Kings Bromley to Wood End Lane.

The residents of Kings Bromley have requested the above as they no longer believe that the A515 is capable of handling the ever-increasing flow of Heavy Goods Vehicles; and, it is time for a weight limit to be imposed on this route.

These vehicles are causing serious problems to property, health and safety with increasing volume forecast in the future. Attached to this report is a petition containing 963 signatures from the residents, people who work in the village and visitors who support this application.

1. Property

A number of residents living within 700m of the A515 are complaining that their property is vibrating when lorries pass through the village; and that in many instances the plaster on the walls of the property is continually cracking.

Along the A515, many Grade II listed buildings are located. These properties were not built to, and cannot continue to be subjected to the increasing effects of these vehicles, often travelling within two meters of their frontages.

2. Health

Many residents have concerns over their long-term health from the movement of these vehicles, both day and night.

Residents cannot sleep with their windows open at night because of the high-concentration of diesel fumes, vehicle noise and vibration. Many residents have to sleep with windows closed, which is not conducive to a good night's sleep. Some residents have gone to the extreme measure of closing front bedroom doors and sleeping in back bedrooms.

3. Safety

Kings Bromley has a very well-respected primary school, but parents are complaining of the dangers when crossing the A515 with their children on the controlled pedestrian crossing; and also on the A513 (Alrewas Road), where there is no control.

Opposite the Royal Oak, and just past the War Memorial, the footpath is extremely narrow. When parents are walking their children to school and a lorry passes close-by, the air turbulence and vacuum subsequently created has the potential to draw any pedestrians into the road – see the photograph below.

We have one account of a parent who was taking her child to school having her hand-bag pulled off her shoulder by the wing mirror of a passing Heavy Goods Vehicle. What would have happened if this had been a child?

We have numerous reports of Heavy Good Vehicles going through red lights of the pedestrian crossing, or having to make emergency stops at that crossing. The compiler of this report has personally witnessed two instances of this kind event, whilst compiling information for this report.

It is the considered opinion of the residents of Kings Bromley that the T-junction between the A515 and the A513, located in the centre of the village, is not suitable for the current volume and type of vehicles which are presently using it.

Articulated heavy goods vehicles are having to cross onto the opposite side of the road to negotiate the corner, or alternatively mount the footpath – see the photograph below.

We have 17 photographs (the majority – 15 – having been taken within a 30-minute window) highlighting these problems.

4. Future Considerations

Residents of Kings Bromley are concerned about the serious prospect of increased vehicle flow through this junction. Their concerns are:

- a) The proposed increase in size of the Fradley Industrial Estate over the next few years. It is a well-established fact that Heavy Goods Vehicles leaving the estate in the evening will exit via Wood End Lane, turn right onto the A515 towards Kings Bromley and turn right again at the junction with the A513, in order to obtain better access to the A38 at Alrewas. It is felt that the Hilliards Cross Junction at Fradley, on the A38, should be improved and this detour could be avoided.
- b) With the proposed increased extraction of aggregates within the area, it is felt that vehicles carrying these aggregates will follow the A513 into Kings Bromley, unless diverted appropriately.
- c) Kings Bromley will be dramatically affected by the HS2 project, with the development of both the London to Birmingham and Birmingham to Manchester lines. This will affect the Kings Bromley area from 2017 until approximately 2030. HS2's own estimate of vehicle movements per day is 1,250. If there is no weight-restriction on the A515, many of these HGVs and construction vehicles will use the routes through Kings Bromley for access to the site. Potentially, this could result in a heavy goods vehicle travelling through the village once every 46 seconds.

5. Traffic Survey / Analysis

A 24-hour traffic survey has been conducted at the above location which counted the number of HGV's (both articulated and solid frame).

Our definition of a vehicle over 7.5 tonnes is an articulated vehicle or a solid frame vehicle with 2 or more rear axles. This definition does not include large vans nor pickup trucks (e.g. Ford Transit type vehicles). Nor does our count include buses, farm, or refuse collection vehicles. Please see the attached report for the full analysis.

If this application is approved it will mean that instead of using the A515 from the North towards Lichfield the heavy vehicles could be diverted on to the more suitable A50 and the newly improved A38.

If vehicles leaving the Fradley Industrial Estate continued to use the Woodend Lane as an exit then they would have to turn left and join the A51 later before heading North.

It is recognized that access for delivery should continue to be available; and that diversionary and emergency access could be required on specific occasions.

We trust that this report will provide sufficient information to support our petition.

Results of Traffic Survey

The following vehicle count was taken between the 16th – 30th April 2015, the count was taken in six sessions, with each session taken on a separate day, to minimise any bias and to provide a sample over a 24 hour period. Of the vehicles passing through this junction, 91% were articulated vehicles over 7.5 tons. The survey counted heavy goods vehicles travelling through the T-Junction in Kings Bromley.

Routes

1. Lichfield -> Yoxhall or Yoxhall -> Lichfield (A515)
2. Yoxhall -> Alrewas or Alrewas -> Yoxhall (A513 / A515)
3. Lichfield -> Alrewas or Alrewas -> Lichfield (A515 / A513)

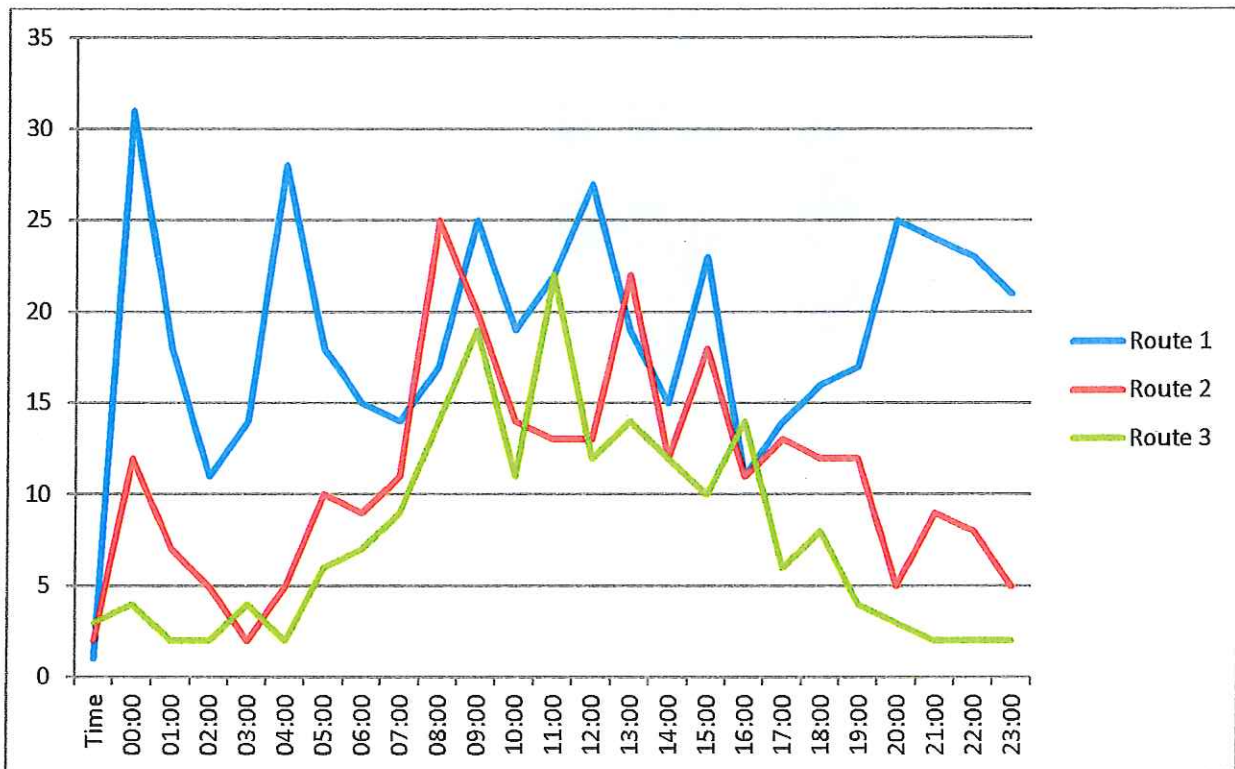
Time	Route			Total	Jct block
	1	2	3		
00:00	31	12	4	47	0
01:00	18	7	2	27	0
02:00	11	5	2	18	0
03:00	14	2	4	20	0
04:00	28	5	2	35	0
05:00	18	10	6	34	0
06:00	15	9	7	31	0
07:00	14	11	9	34	2
08:00	17	25	14	56	3
09:00	25	20	19	64	2
10:00	19	14	11	44	1
11:00	22	13	22	57	3
12:00	27	13	12	52	2
13:00	19	22	14	55	2
14:00	15	12	12	39	1
15:00	23	18	10	51	2
16:00	11	11	14	36	4
17:00	14	13	6	33	3
18:00	16	12	8	36	0
19:00	17	12	4	33	0
20:00	25	5	3	33	0
21:00	24	9	2	35	1
22:00	23	8	2	33	0
23:00	21	5	2	28	0
Total	467	273	191	931	

See observations below.

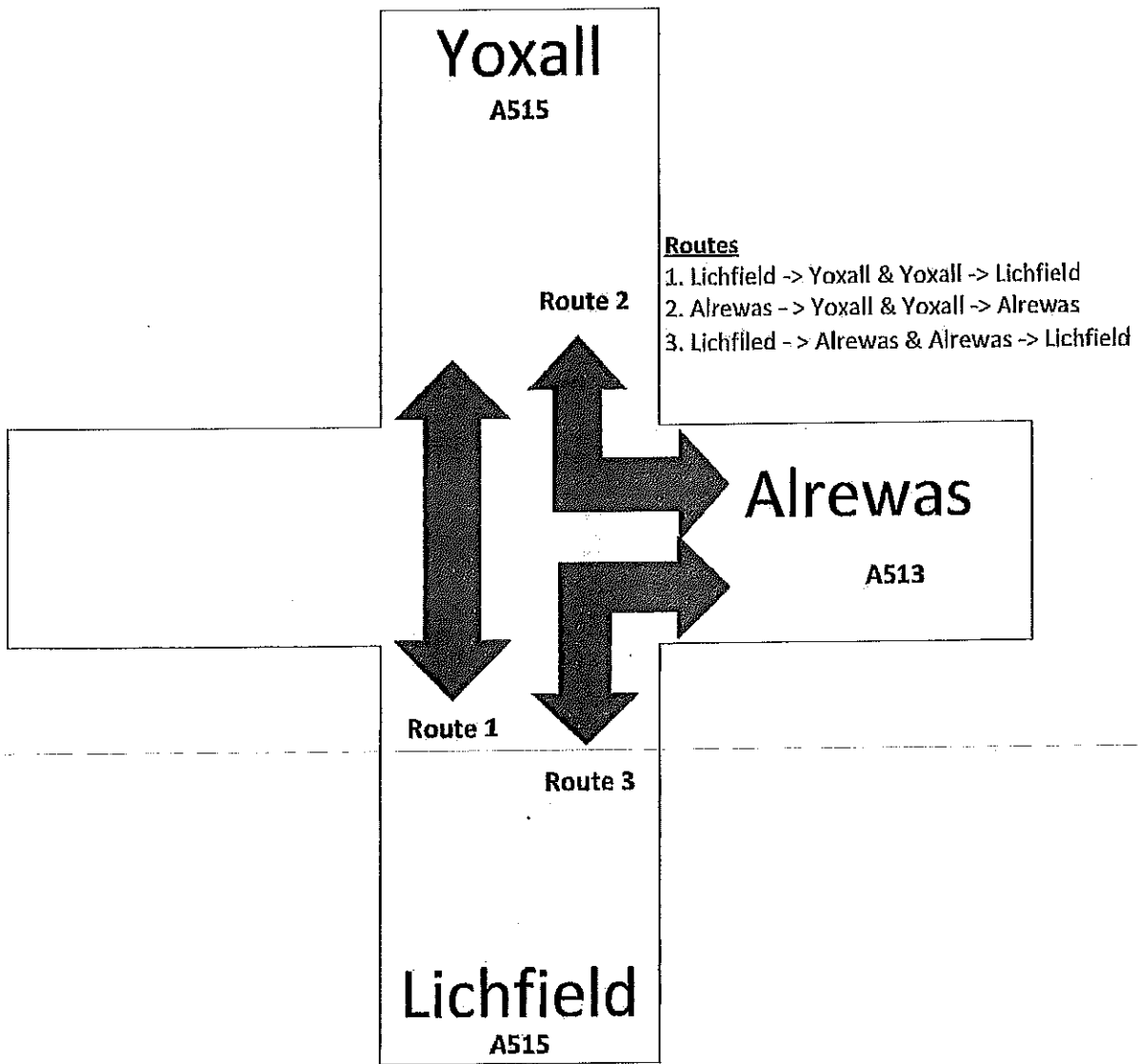
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It should be noted that 308 truck movements were recorded in the unsociable hours of 21.00 to 07.00.

Additionally, it should be noted that there were 64 vehicle movements during the hours of 08.00 to 09.00, when children are being taken to school; and, a further 51 movements when the same children were being collected and on their way home between 15.00 and 16.00.



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