

Traffic in Cottingham Village.

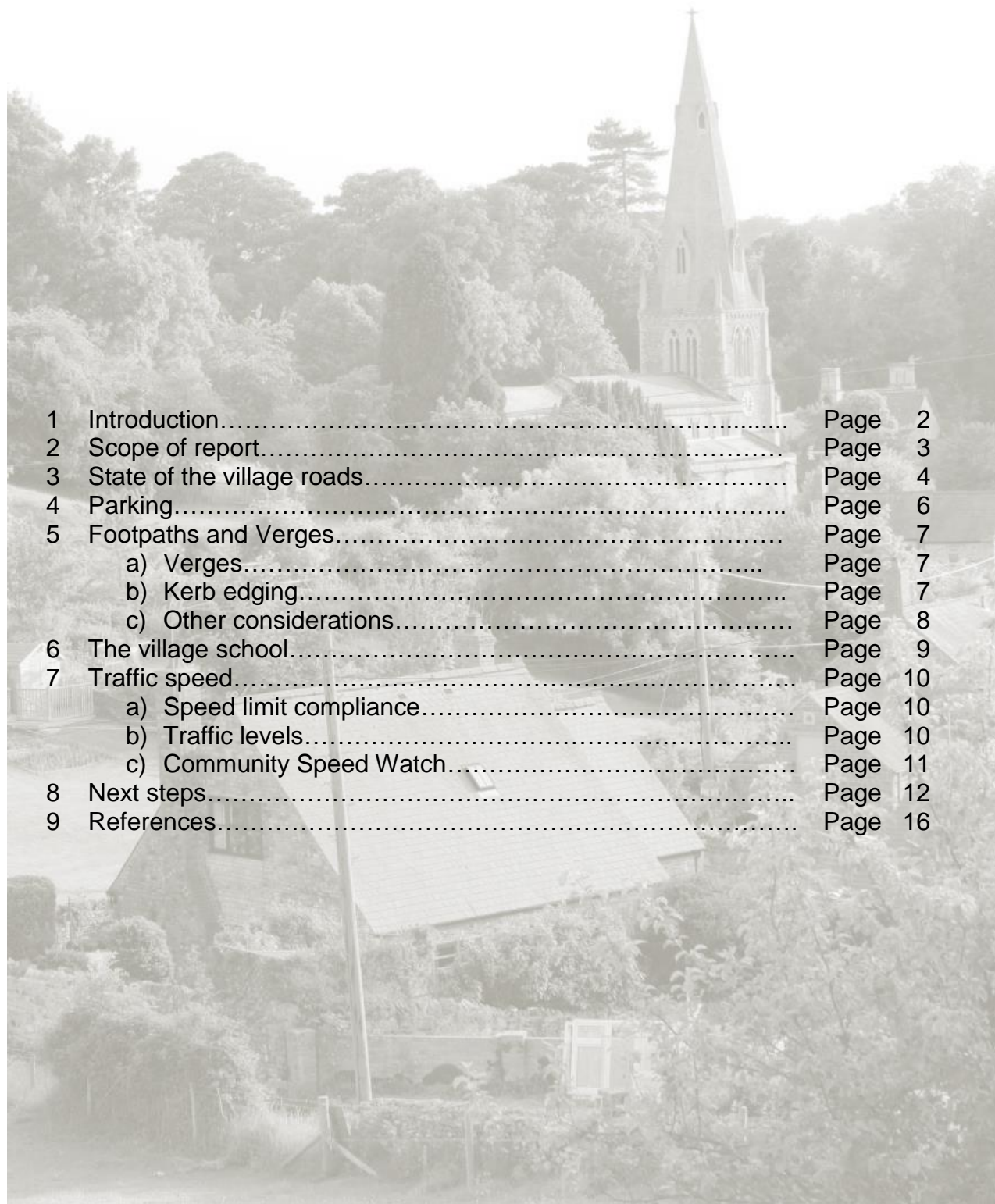


A report by the Cottingham
Parish Council,
Northamptonshire.

Version 6

May 2022

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1. INTRODUCTION.

We have made some progress over the year in persuading Northamptonshire Highways to maintain the village roads and footpaths. Progress has been hampered by the inception of the Unitary Authority, and it is credit to the Highways Department that this along with falling revenues they have continued to provide the level of service they have.

Readers can rest assured that Cottingham Parish Council continually requests work to be carried out to improve the conditions for traffic and pedestrians throughout the village.

What follows is a report on the general health and safety of our roads and footpaths. Readers should be aware that roads and footpaths are the responsibility the Northamptonshire Highways. It is only the Highways Department which can instigate maintenance. Cottingham Parish Council can do little more than to lobby to get work completed.

2. SCOPE OF REPORT.

The following still apply:

- Responsibility for highways rests with the Northamptonshire Highways Department who have been given legal powers under the Highways Act 1980 and in part by the Local Government Act of 1985.
- “Outside Greater London the council of a county [or metropolitan district] are the highway authorities for all highways in the county [or, as the case may be, the district], whether or not maintainable at the public expense [..]”. (Highways Act 1980, ch.66 part 1).
- The Northamptonshire County Council also has responsibility for the maintenance of highways which require public funding to maintain.
- Verge cutting and maintenance has been accepted as the responsibility of Cottingham Parish Council.
- As a Parish Council, Cottingham Parish Council must approach Northamptonshire Highways Authority, if the Parish requires any work involving highways to be undertaken. At a time when Councils are facing budget cuts, finding solutions to the issues raised in this report, which will inevitably incur expense, are going to be difficult. Hence, this report can only be advisory.

3. STATE OF THE VILLAGE ROADS.

Ripley Road is still in need of repair. The road is cracking and potholes are appearing on a regular basis. There are also examples of sunken grates causing problems, one is shown below on high street. However, the major concern regarding sunken ironware is on Corby Road leading down the hill into the village. Highways have repaired two of the most problematical drains. We have attempted to persuade Highways to improve this situation and we have been informed that the work has been placed on the Highways working list. However, residents should be aware that the cost of repairing all the drain covers on Corby Road is prohibitive.



Ripley Road



Sunken Grate High Street



Blind appears particularly prone to wear and tear.

Generally the road markings in the village are acceptable



The road markings outside of the Primary School have been kept in good order.

As have these on Bancroft Road



There are still areas of concern. The central markings on Rockingham Road are fading and as are the give way markings at the intersection of Corby Road and the old Corby/Market Harborough Road just above the allotments (left). This a particularly dangerous bend and as such the Parish Council have requested urgent repairs to the white lines.

4. PARKING.

Parking is a perennial problem and is likely to continue to be so in a village not initially designed to handle the volume of car ownership that modern life entails. Nevertheless, we have had some success, with the help of the Police, in persuading some car owners to park more considerately.

The owner of this car has once again started parking his car on the footpath. After being approach by the Police he agreed to park his vehicle on the road rather than the footpath.



5. FOOTPATHS and VERGES.

a) Verges

Parking on verges remains a problem, especially where there is insufficient room to park on the road. This is the case with Ripley Road where verge parking is necessary in order to avoid a complete road blockage. However, there are examples of serious damage to the verges creating major eyesores.



This examples above are from Bancroft Road (left) and from Berryfield Road (right).

Other than in London, it is not illegal to park on a verge unless you are causing an obstruction. There is some thought that it may be illegal to drive onto a verge but, this is probably where a dropped kerb is absent.

The Council can do little to stop this other than appealing to the better nature of residents.

b) Kerb edging



Kerb edging throughout the village is generally good. However, there one or two settings which are need of repair the photograph (left) shows an example close to the bus stop on Corby Road. These damaged kerb stones have been reported to the Authority.

c) Other considerations.



The two trees on Rockingham Road are overhanging the road. All attempts to get them cut back have so far failed.

A number of footpaths are being encroached with weeds. The example shown is but one of a number where the footpath width has been reduced. Reduced footpath size is a particular problem for the disabled and for push chairs.



Highways were quick to clear the debris from this footpath on Corby Road

It is good to see that a number of residents on Berryfield have had dropped kerbs installed. Such installations help alleviate road parking problems.



6. THE VILLAGE SCHOOL.

The village is still facing disruption at “School Run” times. Roads around the school are, for a short time at least, congested to the point where they can cause inconvenience to residents.

All attempts to find parking spaces for some of the cars have failed. There is a possibility that development at The Mill may help

Parents collecting children from school are now regularly damaging the verges and have even been seen to park on the triangle near the school.



7. Traffic speed

In November 2020, the Parish Council obtained a grant from the Police, Fire and Crime Commissioner's Road Safety Community fund which allowed us to purchase two radar speed signs. The two signs have been sited on Corby and Rockingham Roads.

The signs provide a plethora of information which, for example, allows us to check on average speeds, maximum speeds and number of vehicles travelling to and from the village

Statistics are downloaded approximately every three months. Additionally, a 2021 annual report has been submitted to the Parish Council, this as well as updates every three months report can be seen on the Council's website [Cottingham PC \(cottingham-northants-pc.org.uk\)](http://CottinghamPC(cottingham-northants-pc.org.uk))

The following has been obtained from the annual report which shows statistics over 30 day periods throughout the year.

a) Speed limit compliance.

Over 80% of vehicles entering the village via Rockingham Road are observing the speed limit, for outgoing vehicles this number drops to 70%.

Corby road shows a mid 80% compliance incoming but only mid 50% outgoing.

A major concern is that compliance levels have steadily reduced throughout the year.

There is evidence of excessive speeding at times, a number of 70mph plus speeds have been recorded and one as high as 91mph, worryingly at 15:00 ..

b) Traffic levels.

The data suggests that maximum traffic flows do not always coincide with the school opening and closing times. Unsurprisingly, a number of samples (not shown in this report) taken over a one and half hour time frame changes this picture and would place the school opening and closing times as a major contributor to the traffic in the village. There is certainly an indication that during the summer months that traffic levels increase with the opening of the Car Boot sale held on weekends.

Traffic levels for vehicles entering the village on Corby Road are on average 63% higher than Rockingham Road. For vehicles leaving the village the figure is 57% higher on Corby Road.



Maximum weekend traffic flow obtained from both signs appear to be prior to or at midday. There are some differences in flow on Saturdays which suggest a peak flow time 10:00 and 12:00 (both roads) with the Corby Road showing some later times between 14:30 and 17:00 on Saturday.

The registered 30 day traffic levels for Rockingham Road average 16,258 incoming and 15,155 outgoing. For Corby Road the averages are 25,767 incoming and 26,400 outgoing.

An example of the information obtained from the radar speed signs has been sent to Northamptonshire Police for them to decide if any of the information is of use to them.

A Radar Speed Sign to be placed on Mill Road, has been purchased. This soon to be erected sign will normally display a 30 mph speed limit but will switch to a 20 mph speed limit during school opening and closing times.

c) Community Speed Watch.

In the past the Parish Council has taken part in the Community Speed Watch scheme. This is due to be repeated during July and August this year.



8. Next steps.

The Council continues to work through an action plan. An example of the January 2022 update is shown below. The issues outlined through this report will remain at the forefront of the Council's attempts to improve the quality of life for the residents of Cottingham

Action	Update – 26 Jan 2022
	<p>Present: Tom Russell (TR) David Grayson (DG) Suzanne Preston (SP) Rachel Raj (RR) Terri McLean (TM)</p>
<p>1. Warden/PCSO attendance at PC meetings & re-start of community walkabouts</p>	<p>Warden Team have been re-allocated urban and rural areas as they return to former pre-pandemic neighbourhood duties. Lennie McIlhatton and Brian Houston will be the Warden contacts for Rural West. They will be attending PC meetings as and when their rota shifts will allow.</p> <p>Walkabouts are continuing to be discussed. The yearly programme is led by Housing Landlord Services Team who set the dates, while the Safer Corby team's role is to deliver walkabouts out in the community. There's uncertainty at present where the scheme will sit as part of the ongoing unitary re-structure. Updates will be given where available. (No further update as of 26 Jan)</p> <p>All NNC enquiries to continue to be sent through via safercorby.cbc@northnorthants.gov.uk.</p> <p><u>The next SC team update is currently being drafted – SP to forward to RR when complete.</u></p> <p>NPT update and attendance at PC meetings – PC Brad Wilson to be forwarding an update to RR on a regular basis. Ongoing.</p>
<p>2. 'Give Way' signage, Mill road</p>	<ul style="list-style-type: none"> • Option to move 'give way sign' to triangle grassed area off Mill Rd/Main St/High St? No further update as of 26 Jan. • Update from Highways on 19/08- SB has tasked technician team to write to the resident regarding overgrown conifers. SB to ask technician team to send another letter and set a timescale for works to be done. No update as of 26 Jan. SP to chase. • Option to reclaim/reinstate the path to original width. RR to obtain guidance from SB. No further feedback as of 26 Jan. SP to email Sarah.

Action	Update – 26 Jan 2022
3. Give Way Sign - Corby Rd	<ul style="list-style-type: none"> Needs repainting/replacing - SP to contact Sarah.
4. Crime statistic information	<ul style="list-style-type: none"> TR now acting as parish police liaison contact as requested by NCALC. TR now having regular updates/data from PC Brad Wilson. Brad also providing ward specific crime data. TR attending NCALC police liaison meeting – TR attended a recent meeting and receives regular invites. TM happy to support regarding the police liaison meeting. TR to contact Danny Moody for further information. <p>All actions are ongoing.</p>
5. Road Safety concerns – local school area	<ul style="list-style-type: none"> Cottingham have been awarded grant for signage. Timescale in terms of installation not confirmed as yet. RR still pursuing installation quotes as of 26th Jan. A site visit needs to be arranged - RR/DG to action. Keith Millard advised pelican crossing lights would be replaced. SP to enquire if this has now been completed. Ongoing. Investigate white line reinstatement – Currently postponed due to weather. Retain on action plan. TR to continue chasing for response from SB. School markings are a priority. Some of the parking has shifted to High Street. Group acknowledges Hard standing for Mill facility car park is scheduled to be completed fairly soon, which may alleviate some of the parking issues. Update required from George – RR to pursue.
6. Updates to local residents	Ongoing. Good progress has been made in terms of wider resident communication.
7. Feedback to Cottingham Parish Council	Monthly report continuing.
8. Potholes/sunken manholes (Corby Road)	<p>To be re-visited – sunken surfacing on some manhole covers is lower than legal allowance. To be reported back at PC meeting.</p> <p><u>Fix my street response:</u> will not be investigated at this time as no significant safety issues have been identified. PC are disappointed with response. TR to circulate.</p> <ul style="list-style-type: none"> PC to place item on agenda for further discussion and consider inviting representative from Highways Team. <p>Update as of 26 Jan – No further update from Andy Mackie regarding measurements - RR to chase.</p>
9. Lack of NNC Highways Team response to various issues	<p>SP to source Highways contact.</p> <p>Attendance of Highways rep to be discussed at PC for approval before progressing</p>
10. Cottingham Parish Highways report	Completed and presented to the PC in April. On website. Ongoing. DG to take on task for 2022

Action	Update – 26 Jan 2022
<p>11. Continue to tackle parking issues around school drop-off/pick-up times.</p>	<ul style="list-style-type: none"> • School parking issues will continue to be monitored. PC Brad Wilson undertaking patrolling as and when available. • Policing Team aiming to deliver a park and stride scheme in parish. Identifying a suitable drop-off point may be difficult. Possible option of the George car park and /or Bind Lane area. George is currently undergoing change of management so potentially can re-visit for discussion in New Year. Ongoing. SP to discuss with Brad. RR to forward contact details to SP. • Spread Eagle premises will be undergoing development, uncertainty regarding future of car park. TM to investigate further.
<p>12. 2 High Street</p>	<p>Conversion and extension planning application approved. Concerns expressed regarding impact on area in terms of road safety. Group agree to continue monitoring for time being and assess further when/if issues arise.</p>
<p>13. Community Speedwatch & NPT Speedgun Operations</p>	<ul style="list-style-type: none"> • Speedwatch can now progress. Mike to update as and when timescales/dates are agreed. No further update as of 26 Jan regarding timescales. • NPT Ops - Ongoing, to be planned in as and when feasible. Brad Wilson will support as part of neighbourhood activity.
<p>14. TVAS units</p>	<p>DG has compiled and sent a data report to PC and group members. Contains sampled data from throughout 2021, including the compliance testing initiative.</p> <p>Key points:</p> <ul style="list-style-type: none"> • 30mph compliance high on vehicles entering the village (80%). Shows a revers situation for vehicles leaving the village at various points (significantly lower). • Evidence of excessive speeding but is inconsistent. Worse offender was 91 mph and 70 mph. • Higher levels of traffic on Corby Road than Rockingham Rd. • Weekend activity between 10 and 12noon and 2.30pm – 5.30pm is higher – could coincide with village/community activities. • Data doesn't present a real significant issue regarding speeding, but cameras are essential in playing a role in public education and behaviour change. • October compliance test (switch-off). Exceeding speed limits gradually increased throughout the year, but seemed to be greater during the switch-off. This does tentatively indicate the TVAS is impacting overall on improving driver behaviour /compliance. • Corby Rd potentially identified as an area requiring further intervention/policing activity. • Propose purchasing a data download device to improve data collation efficiency. Option of a device from Argos (£99) – RR to feedback on device effectiveness when implemented in Little Stanion. <p>DG proposes the TVAS data report be submitted to the PC for approval and further consideration in terms of additional actions to be progressed.</p>

Action	Update – 26 Jan 2022
15. Removal of outdated Hunting Lodge Road signage	<ul style="list-style-type: none"> • No update as of 26 Jan– works are scheduled on Highways list. Ongoing.
16. Parking issues- Berryfield Road (no 71/72)	<ul style="list-style-type: none"> • Update – Son of tenant applying for drop kerb at present with NCC. No further progress to report as of 8/12 . RR to chase update from George. Ongoing. • Garage parking – Council notices are in place not to park in area. • Number of garages being rented out currently? – SP to obtain housing contact regarding garages.
17. Substandard road condition - Ripley Road.	<ul style="list-style-type: none"> • Some repairs made but not to satisfactory standard. • Option of taking photos and forward to Highways Team. DG to chase further for response. No update as of 26/1.
18. Date of next meeting	Wednesday 9 March, 7pm via Zoom. RR to send an appointment nearer the time.

Cottingham Parish Council still has its Working Group, whose numbers are made of two Parish Councillors, the Clerk to the Parish Council and a representative of Corby Borough Council. It is the group's responsibility to highlight the issues found in this report and to report to the Parish Council the issues and any progress made.

9. References.

Highways Act 1980; Chapter 66 part 1.

Traffic in Villages Safety and Civility for Rural Roads - A Toolkit for Communities; Mitchell and Hamilton-Baillie; (2012/13?).

Cottingham Parish Council; "Traffic in Cottingham Village 2021".

TVAS data from Parish Council owned Evolis Radar signs.