

Dear Ms Webster,

Thank you for your enquiry regarding road safety on Thurnby lane, Stoughton.

We are sorry to hear of the accident which occurred on the 22nd of May between Evington Brook and the large public lay-by. We are awaiting the police report to ascertain the details of the incident to understand the causation factors of the incident. We do not accept evidence other than that given to us by the Police as the causation factor cannot be verified or the level of personal injury obtained.

As we are sure you can appreciate, the County Council receives many requests for a wide variety of traffic management measures, therefore all requests we receive have to be considered based on an evidence led appraisal. This is to ensure that the County Council's traffic safety and parking resources are employed in the most cost efficient and robust manner as possible, and at present the County Councils resources around traffic safety and parking requests are being directed at remedial works at high risk locations, which have evidence of a poor accident history.

In addition, when considering requests for a change of a speed limit we need to ensure that the limit is appropriate for the environment. The guidance for assessments is set out by the Department for Transport (DfT) in 'Setting Local Speed Limits' and takes into account various factors such as road-side development, the class of road, any potential hazards and the history of collisions along the route.

We must ensure that a speed limit is appropriate for the prevailing road environment and we give a consistent message between the speed limit and what the road looks like in terms of its layout and characteristics. This is essential for us to ensure that there is compliance of motorists with the speed limit. Given the rural environment of Thurnby Lane, i.e. green fields on both sides of the carriageway and a limited number of accesses coupled with the largely good forward visibility, in accordance with the guidance mentioned above, the existing speed limit is appropriate for the location.

All County roads that are assigned the national speed limit have been reviewed to identify those with an accident rate higher than the national average. The Rural Roads Initiative is an ongoing programme where we look at a number of factors within the programme including the types of collision and existing speeds on those roads. We have targeted roads where speed is considered to have been a factor in the recorded collisions and have provided additional measures to help highlight potential risks along those routes to both support the lower limits and to encourage lower speeds.

Our existing data, prior to the aforementioned case, shows us that there have been two reported injury accidents reported on Thurnby Lane in the past 5 years. Whilst one accident is one too many, it is not evident that excessive speed was a factor involved with these two collisions.

Our latest traffic data for Thurnby Lane, recorded adjacent the public lay-by in 2021, shows us that the mean speed travelled along Thurnby Lane is 41.9mph, with the 85th percentile speed percentile (the speed at which 85% of cars travelled at, or below) being 47.2mph. This tells us that the vast majority of motorists are travelling at speeds which are appropriate for the road environment.

Therefore, based on all of the data we currently have available, the location does not warrant further investigation at this moment in time. We will of course analyse the incident data once received from the Police.

While we appreciate that this is not the response you were hoping for, we hope that we have adequately explained our reasoning and have clarified the County Council's position.

Once again, thank you for taking the time to contact us regarding this matter.

Kind regards,

Adam Cooling

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Network Management – Development & Growth

Environment & Transport

Leicestershire County Council