A proposal to resolve existing traffic problems by including an A6 bypass for the Kibworths in the Strategic Growth Plan

Non-injury road traffic collision on A6 Harcourt Estate in 2017, and not recorded in official police statistics

October, 2017

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Introduction

1. The A6 was formerly the London to Carlisle trunk road. Up to the mid 19th century it was a major stagecoach route with many public houses and hostellries in Kibworth Harcourt where horses could be changed and passengers take refreshments. However, its importance as a long-distance route declined with the development of the railways and eventually the motorway network.

2. There have been official requests for a new A6 bypass for the Kibworths since the 1960s.

3. During the 1980s the Department for Transport carried out extensive analysis, preparation of business cases and consultations on A6 bypasses for both Great Glen and the Kibworths. A route was selected north and east of Kibworth Harcourt (the RED route) with a projected cost of £12.5m (Appendix 2).

4. Although the Great Glen bypass was eventually constructed and opened in 2003, all plans for a bypass for the Kibworths were cancelled.

5. Traffic volumes on the A6 through the Kibworths have steadily increased from 15,000 per day in 2003 (Highways Agency, seasonally adjusted), to over 20,000 in 2015 (24,000 at one measuring point which includes cross-traffic – Wistow Road through to Main Street).

6. A potential development of a Strategic Development Area at the Kibworths in the Harborough District Council new Local Plan included a bypass route north and east of Kibworth Harcourt. This SDA option has not been included in the draft Local Plan now out to public consultation (ends 3 November 2017) because of preferable locations east of Lutterworth and north of Scraptoft.

7. Ongoing traffic problems (injury and non-injury accidents, delayed journey times for commuters, major congestion at peak times, poor air quality, and further large housing developments feeding the A6) underline the ongoing need for major infrastructure improvements to the A6 through the Kibworths and main junctions feeding it.

8. This report summarises the timeline of events (Appendix 1) on the A6 through the Kibworths and makes the case for the Strategic Growth Plan to include highways improvements between Market Harborough and the proposed new A46 Expressway by including an A6 bypass for the Kibworths in the final plan.

Ongoing Issues & options for the bypass

1. The ongoing problems experienced by commuters and residents alike clearly demonstrate that the optimum solution to resolve the plethora of issues is an A6 bypass for the Kibworths that links into the southern end of the Great Glen bypass.

2. Peak time traffic queues on the A6 leading into the Kibworths have steadily been getting longer since the large roundabout at Wistow Road junction was constructed as part of the David Wilson Homes development (KB/1).

3. Although traffic volumes on the A6 through the Kibworths are high (up to 24,000 per day), they do not currently support the need for a dual carriageway bypass, but with the expected volume only going to increase (predicted to rise to 27,500 by 2035) during the period of the Strategic Growth Plan, this would be the best option provided a robust business case for central Government funding can be made.
4. Draft proposals for the bypass by a potential developer of the discarded Kibworth SDA included four roundabouts; one at each end and then one for the rural Carlton Road and another for the rural Langton Road, which both lead to other routes (e.g. B6047 and A47) and east Leicestershire villages. Although the start and end will need roundabouts, the two rural roads, which both have estimated thousands of vehicles using them each day, might be better served with single road access from the bypass onto a bridge over. This would keep traffic moving on the main bypass, while still permitting traffic to access the two rural roads (current traffic counts will be needed to justify the best design option). The other consideration is how to link in current traffic on the A6 into the southern roundabout. The draft SDA proposals had a roundabout just north of the railway bridge by West Langton Road; this would create a major bottleneck. A better option, in my opinion, would be to build a bridge over the railway line (as per the Department for Transport RED route draft proposals in the 1980s – see Appendix 2) and build the roundabout further along the A6, preferably south of the Kibworth Recycling and Household Waste Site.

5. Although draft proposals have indicated a route north-east of Kibworth Harcourt, another option considered was to the west and then south of Kibworth Beauchamp, with a route between Smeeton Westerby and Kibworth Beauchamp; the rejected BLACK route from the 1908s consultation (see Appendix 2). It would still need to cross the railway line at Warwick Road, but widening the existing bridge could be a cheaper option than building a bridge over the railway line by West Langton Road.

6. In July 2017 the A6 through the Kibworths was declared an Air Quality Management Area (AQMA) by Harborough District Council because the levels of Nitrogen dioxide exceeded the safe level as defined by the European Union and World Health Organisation.

7. Any traffic signals on the A6 through the Kibworths, because of roadworks e.g. gas mains, water leaks, etc., create extensive holdups which are reported on Radio Leicester and Harborough FM because of the high numbers of commuters affected by the lengthy traffic queues.

8. In September 2017 a resident who lives in Harcourt Estate on Leicester Road in Kibworth Harcourt wrote to the MP with a list of problems caused by the high volumes of traffic on the A6 (Appendix 6). Several residents met with the Kibworth Harcourt Parish Council on 5th October to further describe the problems.

**Accident Statistics for A6 through Kibworth Harcourt**

1. The five year official injury accidents list (see Appendix 7) has 23 reported accidents in total for the section of the A6 including Leicester Road and Harborough Road. During this period, there were 22 slight accidents, and one serious accident; seven were when road conditions were wet/damp.

2. However, residents of Harcourt Estate have reported a number of non-injury accidents; including five being witnessed from May to August 2017 alone. These include multiple car collisions, walls being damaged and knocked down, but no people injured. Residents have been asked to keep incident logs of non-injury accidents – date/time, weather conditions, details of the incident and photographs, if possible. The front cover photograph and the one on the next page were taken in the summer 2017, and although the police were in attendance, neither accident was recorded in the official statistics, and are examples of an increasing numbers of such non-injury accidents every year.
3. Although not as updated as the latest accident statistics, this map (Appendix 7) shows the main sites for injury related accidents on this section of the A6 through the Kibworths.

Issues with the draft Strategic Growth Plan (SGP)

1. The current draft version of the SGP hasn’t taken account of the North Northamptonshire Joint Core Strategy (2011-2031) or the new HDC Local plan projections for housing along the A6 corridor.

2. The North Northamptonshire Joint Core Strategy includes a strategy to build a further 40,000 homes in North Northamptonshire (in addition to current approved major developments), made up of these core elements:

   - Corby - 14,200
   - East Northants - 8,400
   - Kettering - 10,400
   - Wellingborough - 7,000

   These homes are being built near the A14 and A6.

3. The major growth area of Kettering was not included on the draft SGP maps unlike Corby and Northampton, which were.

4. The Market Harborough to Great Glen A6 corridor (including Airfield Farm, Kibworths, Fleckney and Great Glen) is expected to generate around 3-4,000 homes (2006-2031), yet where are the A6 road infrastructure improvements to support this growth?

5. The Harborough New Local Plan is currently out for public consultation until early November. The principal strategic housing areas are east of Lutterworth (adjacent to M1), and east of Leicester at Scraptoft. Despite the Kibworths settlement being a Rural Centre, there are no additional housing proposals for the Kibworths because the community has already absorbed 550 constructed (KB/1 – David Wilson Homes/Barratts), 60 under construction (Mulberry Developments on Wistow Road), 18 under construction paddock east of Longbreach Road (David Wilson Homes), plus outline permission has been granted for 110 on Warwick Road (Manor Oak/Miller Homes, now awaiting determination of reserved matters application – 17/01510/REM) and 195 on Fleckney Road (David Wilson Homes). This alone, for the Kibworths, totals 933 units with out any windfall houses being built, and all of them given the green light but still with no major highways infrastructure improvements or a bypass.
6. There was an early option, when the policies in the Local Plan were being evaluated, for a strategic development area (SDA) for the Kibworths which included a bypass on land mainly owned by Merton College and the Diocese of Leicester. A number of landscape, heritage and other constraints meant this option was not shortlisted for the new Local Plan. Phil Crossland obtained an estimate for the cost of a bypass for the Kibworths (single wide carriageway with four roundabouts for £30m) when he spoke to a public meeting in 2015. There would also be a £2-3m cost to undertake surveying, consulting and route options.

7. The draft Strategic Growth Plan has minimal infrastructure improvements south east of Leicester and those that there are, are all directed at Market Harborough. Current planning applications plus any that come forward to 2050 need an improved A6 infrastructure.

8. The Kibworths community straddling the A6 is the only settlement on the A6 south of Leicester to the A14 without a bypass. The road through the settlement has several bends, has a 30mph speed limit for most of the section, but 40mph at the southern end, and has a number of junctions (New Road, Marsh Drive, Church Road, Main Street x2, Hall Close, Lodge Close, Wistow Road). There are over 30 properties with drives feeding directly onto the A6 through the villages.

9. The A6 has always been an important strategic route but is effectively being ignored in the draft SGP. It is critical that the A6 capacity is improved as it will be a major feeder into the A46 Expressway.

Conclusions

1. Unless improvements are made to the A6 around the Kibworths, the current over capacity of this strategic route will be greatly compromised as the numbers of vehicles continues to increase within the lifetime of the Strategic Growth Plan. The main issues raised by residents that would be resolved with an A6 bypass are:
   a. Threat of being run over by speeding traffic in 30mph zone.
   b. Impatient motorists who feel the need to drive along the pavement instead of waiting for traffic to move.
   c. Threatening and unjust levels of abuse received by residents from other motorists.
   d. Real fear from the dangerous levels of pollution.
   e. Approved large developments off the A6 in the Kibworths, Market Harborough, Fleckney and Great Glen will exacerbate the traffic volumes on the A6 through the Kibworths so making the current issues even worse.
   f. Threat that the only way of financing a bypass is to use developer contributions from many more hundreds of houses.

2. The A6 through the Kibworths with 30mph speed limit has several bends which makes the use of speed cameras challenging because of the necessary sight lines needed to use the equipment. Recent speed checks by the police on the 40mph section by the Kibworth Cemetery on 20th October 2017 identified a vehicle travelling at 68mph! According to eye witnesses, this is not an unusual occurrence outside peak times.

3. The most important step is to provide the relevant evidence and data for updating the draft Strategic Growth Plan with infrastructure improvements by assessing the route options and likely costs for an A6 bypass for the Kibworths, but this requires accurate traffic volume measurements and knowledge of the types of vehicle at hourly intervals.
Appendix 1 – Timeline of notable events related to A6 through the Kibworths

1810  The first bypass (turnpike) for Kibworth Harcourt was built in 1810. It bypassed Main Street which was narrow with poor cambers, and there had been a number of coaching accidents and at least one fatality when passengers were pitched through the windows of nearby houses following a coach overturning. This bypass is the current A6 and was funded by the Turnpike Trust.

1970s  Government Trunk Road Programme includes A6 bypasses for Great Glen and the Kibworths. Draft orders in 1972 and 1975, suspended, but re-entered programme in 1985. Main objectives of the schemes for the A6:
- To reduce journey times and congestion on the A6;
- To reduce severance of the village;
- To reduce noise;
- To reduce the number of accidents; and
- Improve local air quality in the area.

1980s  Department for Transport carry out route option appraisal and public consultation for a bypass for the A6 trunk road through the Kibworths (Appendix 2). The RED route was the route approved following the public consultation.

1990s  The County Structure Plan designated the A6 north of Market Harborough as a Transport Choice Corridor. This included re-opening the railway station in the Kibworths (removed entirely from future planning following adoption of Harborough Core Strategy in 2011), improved A6 infrastructure with bypass for Great Glen, the Kibworths and an improved A6 south of the Kibworths (only Great Glen bypass was completed), but there is a good daytime bus service; so we got one out of three transport choices! As a result of the Transport Choice policy over 660 houses were included in Harborough Local Plan for the Kibworths (KB/1) and over 300 for Great Glen (GG/2). Both proposals were approved after a public inquiry on appeal.

1992  A6 Market Harborough bypass opened (8km length at cost of £9.5m)

Nov 1996  Plans by Highways Agency ("Managing the Trunk Road Programme") for a Kibworth bypass joining onto the Great Glen bypass cancelled. The planned bypass for the Kibworths and A6 improvements south of the Kibworths were removed from the Highways Agency plans following a change in government.

Feb 2003  Great Glen bypass officially opened (construction had started in 2001, cost £21.2m).

Sept 2004  A6 detrunked from A14 through to Leicester, including A6 through the Kibworths; became responsibility of Leicestershire County Council.

April 2009  Leicester & Leicestershire HMA Authorities GROWTH INFRASTRUCTURE ASSESSMENT (Roger Tym & Partners) The A6 Harborough corridor is another prominent conduit for movement. It is at times very congested. The District Council is keen to improve journeys on the A6 and a shift from Road to Rail could help. The Rail sector may focus on the longer distance commuting market, and satisfying increased demand for local journeys such as a new station at Kibworth may not be a priority.
Sept 2015 *Harborough Local Plan: Options Consultation Sustainability Appraisal Interim Report* (AECOM) – Kibworth SDA (Option 5) - Two proposals near the Kibworths had been received. Both proposals offer new road infrastructure, community and employment facilities and around 1,200 houses. One proposal involved development to the north of Kibworth Harcourt and a potential relief road for the existing A6 (*Appendix 3*). The other involved development to the west of the Kibworths and linking road infrastructure between the A6 and Saddington Road. Further assessment of transport impacts, landscape and viability were carried out for both proposals, but the western option was discarded at an early stage.

Subsequently, planners and the member panel recommended that the HDC Executive discounted the Kibworth SDA option (September 2017) for several reasons but amongst them was the major negative effect predicted at Kibworth Harcourt due to the loss of sensitive landscape and the significant scale of growth involved. Locally, residents were concerned about the effect on the heritage and Conservation Area plus the increased effect on the already highly congested A6 and facilities in the community (schools, doctors, dentists, Scouts/Guides, etc.).

Oct 2015 Following a public meeting addressed by Phil Crosland (Director, Highways, Leicestershire County Council) where he discussed the likelihood and likely cost of a Kibworth bypass (*Appendix 4*), I asked for Leicestershire County Council Highways to carry out traffic volume survey along A6 between 30mph limits in Kibworth Harcourt. Results showed maximum daily volume of over 24,000 by the Manse, and averaging more than 20,000 for other measurement points along the section of road.

Dec 2015 Leicestershire County Council Highways carried out a traffic volume survey after complaints were received by a resident of Hall Close about the noise from large vehicles hitting a pedestrian refuge. Results presented to Kibworth Harcourt Parish Council showed the majority of Heavy Goods Vehicles (HGVs) came through the village between midnight and 5am, at higher than national average rates, and average speeds were within 85th percentile of the 30 mph speed limit.

April 2016 Public meeting with Police & LCC Highways about traffic parking enforcement problems in both Kibworths.

Jan 2017 *Cumulative Development Traffic Impact Study* (Jacobs U.K. Limited) jointly commissioned by Leicestershire County Council and Harborough District Council to assess the cumulative traffic impact of committed/proposed development within the A6 study area ... and to identify potential mitigation measures to resolve junction capacity problems. Study area included the Kibworths, Fleckney and Great Glen. Study concluded that the highway link capacity assessment demonstrated that the A6 corridor within the study area is operating significantly above its theoretical capacity level. Concept highway improvements were identified - mitigation measures were described for several road junctions i.e. A6 Wistow Road, Church Road and New Road, but no further action has yet been undertaken. Peak time congestion queues either side of the Kibworths on the A6 can be one or two miles long on most weekdays.
Feb 2017  Desborough A6 bypass closed due to emergency highways works being required (reopened 3 September 2017 after more than 6 months closure).

July 2017  An Air Quality Management Area (AQMA) for a section of the A6 through the Kibworths was declared by Harborough District Council (HDC) (AQMA map Appendix 5).

Aug 2017  Public meeting held in Kibworth Grammar School Hall by HDC to listen to concerns and start a public consultation on the Air Quality Management Area (AQMA) ending 17 September.

Aug 2017  Agreement by LCC Highways for survey to assess possibility of lowering speed limits along A6 either side of the Kibworths (report due in Oct/Nov 2017).

Sept 2017  Kibworth Harcourt Parish Council provided 6 page response to HDC’s AQMA consultation.

Oct 2017  A group of residents living in the Harcourt Estate section of the A6 complained to Kibworth Harcourt Parish Council (5th October) after one had written to the MP, Neil O’Brien OBE, giving details of A6 traffic issues (Appendix 6).

In preparation for the parish council meeting, I requested and obtained details for all injury accidents since 2012 on this stretch of the A6 from Leicestershire County Council.

Head of Communities at HDC updated the parish council prior to the parish council meeting with the following email:

In relation to pollution monitoring, the District Council is currently reviewing options with regards to installing the real time monitoring along the A6 to supplement the current monitoring network. Officers will work closely with colleagues at Leicestershire County Council on the development of the action plan.

In relation to the speeding / driving issues, this has been discussed with Inspector Drummond and he will ask his Beat Team to contact the resident to discuss the issues and to see if it is feasible to do some sample speed tests.

As was advised to you by email on 26 Sept 2017, the District Council and the Police are running a workshop on 1 November 2017 on Speeding in Villages at the Annual Parish Liaison Meeting and feedback from your meeting will be a useful contribution. (Email from Head of Communities, HDC, 05/10/2017)

Subsequently, I have contacted the Director of Highways & Environment at Leicestershire County Council to enquire about installing bollards to deter vehicles mounting pavements on the A6; work is progressing on designs & consultation with residents. Inspector Drummond (Harborough Police) has confirmed that the police do not keep records for non-injury accidents, so the parish council has recommended that residents maintain detailed logs of the traffic collisions on the A6 to add to the evidence base in support of a bypass for the Kibworths. The resident on Harcourt Estate began an online (LCC) and paper petitions – by mid-October this had already exceeded 100 signatures.

Oct 2017  Police carry out roadside checks, including use of speed camera, on A6 near lay-by opposite the Kibworth Cemetery. One vehicle was travelling at 68mph in the 40mph zone. In total three tickets were issued for speeding, condition of tyres and no current MOT. Five vehicles were prohibited by Driver and Vehicles Standards Agency (DVSA).
Appendix 2 - Department for Transport A6 bypass options (1980s)

After public consultation, the RED route was the recommended option and included a bridge over the railway re-joining the A6 south of the Kibworths near Featherbed Lane.
Appendix 3 – Draft proposals for Kibworth SDA and bypass (2015/6)

Proposed layout for Kibworth SDA (north & east of Kibworth Harcourt) by developers with their cost to construct a wide single carriageway bypass estimated at £15-18m.

Proposed developer route did not include a bridge over the railway, as proposed in the 1980 Department for Transport study.
Appendix 4 – Leicestershire County Council draft route option (2015)

Initial suggestion for the route and length for a possible single wide bypass (4.5km length to cost approximately £30m)

This suggested route did not include roundabouts at Carlton and Langton Roads.
Appendix 5 – Kibworths Air Quality Management Area (2017)

Area of Kibworth AQMA

Legend

[Map of Kibworth Harcourt showing AQMA area]

Nitrogen dioxide levels (Jan 2016 to June 2017) at one A6 location (64 Leicester Rd) Kibworth Harcourt

<table>
<thead>
<tr>
<th>Month</th>
<th>NO₂ level (μg/m³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>94</td>
</tr>
<tr>
<td>Feb</td>
<td>44</td>
</tr>
<tr>
<td>Mar</td>
<td>76</td>
</tr>
<tr>
<td>Apr</td>
<td>39</td>
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<tr>
<td>May</td>
<td>66</td>
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<td>Jun</td>
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<td>Jan</td>
<td>87</td>
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<td>Feb</td>
<td>71</td>
</tr>
<tr>
<td>Mar</td>
<td>68</td>
</tr>
<tr>
<td>Apr</td>
<td>64</td>
</tr>
</tbody>
</table>

EU threshold = 40.0 μg/m³
Average level (2016) = 71.29 μg/m³
BIAS adjusted Mean = 57.75 μg/m³
Facade corrected BIAS = 55.59 μg/m³

EU threshold = 40.0 μg/m³
Average level (2017 6m) = 79.45 μg/m³
BIAS adjusted Mean = 79.45 μg/m³
Facade corrected BIAS = 76.25 μg/m³
Appendix 6 – Current issues and traffic problems of A6 through the Kibworths

Email from resident living on Harcourt Estate, Kibworth Harcourt, to Neil O’Brien MP and copied to local county & district councillors, dated 20 September 2017.

I wish to express my concerns as a resident living on Leicester Road (A6).

I have resided at Harcourt Estate – the little row of white terraces, opposite the Coach and Horses – for a little over 4 years. Knowing that the property was located on a busy main road, I admit that when we purchased the property I harboured a level of trepidation. However, nothing could have prepared me for the increasing levels of danger that we face daily. I wish to be known that me, my family and the local community now live in fear.

We live in fear from the very real threat of being ran over by speeding traffic.

I have lost count the number of accidents that have occurred along the road, resulting in vehicles mounting the pavement, knocking down lampposts, crashing into properties, walls, central reservations and other vehicles. I have also lost count the number of times an accident has happened where I had been walking with my children just moments before. Despite this, we are now being told that the request for traffic calming devises will be ignored because the area is now an area of Air Quality Management. I therefore live in fear.

We live in fear from the dangerous levels of pollution.

Back in July we were informed by the council that a portion of the A6 (which includes my home) had been declared as an area of poor air quality. A report found this to be a result of high pollution levels which exceeded safety levels set by the Government. I responded to the letter to express my concern and to ask whether this would have an impact on my infant children during their development, to which I was told, ‘it is possible that air quality levels may agitate respiratory conditions over long exposure periods.’ As traffic levels increase, so too does the pollution. I therefore live in fear.

We live in fear from the threatening and unjust levels of abuse that I receive from other motorists, daily.

Since it is illegal, dangerous and impossible to reverse onto the main road, myself and the rest of the residents living along the A6 have no option but to reverse into our driveways. Every day, angry commuters who are too impatient to wait feel the need to hoot and gesticulate and I am frankly fed up of having to explain to my children why ‘people are angry with mummy.’ I’ve have, on several occasions, even been threatened by drivers and approached on my own drive way. On one occasion, a several men in white van felt the need to turn around in the nearby pub car park so that he could pass my house to shout horrific abuse at me. He then turned around in what was the old Rathias Indian restaurant so that he could drive by my house a 2nd time attack me again. Only this time I had my young children in my arms. Unfortunately, this did not deter him from shouting prolific and obscene language at me. I therefore live in fear.

We live in fear from the impatient motorists who feel the need to drive along the pavement instead of waiting for traffic to move.

The junction at the Coach and Horses gets very congested during peak hours, when Kibworth residents are waiting to turn down Main Road off the A6. As the queue gets longer and the road gets narrower, other motorists cannot pass this queue of turning traffic. Instead they mount the pavement driving over residential properties to get by. Similarly, if I am turning right into my drive, many drivers will not wait and I recently witnessed a man coming out of the property adjacent to my home who very nearly got hit by a car who had decided to mount the pavement. I had to park my car and offer assistance as he was paralysed by shock. I therefore live in fear.

We live in fear just being on my driveway, especially when I am with my children.

On Wednesday, 13th September 2017, a speeding driver who was obviously not paying attention crashed into my drive, hitting my wall, my car and the lamppost outside my house. Fortunately, the driver was relatively unharmed but she could have easily driven into oncoming traffic, hit me, my family or other pedestrians. This incident is not a one-off. At least once a month I clear up debris from the front of my home where vehicles have apparently been in a collision or hit the wall outside my property. I have witnessed the re-build of walls
along the A6 too many times to remember. This indicates a very real threat to our safety and since this road is where school children walk, where parents push their children in strollers and people live and play, it is only a matter of time before people get hurt and inevitably killed. I therefore live in fear.

**We live in fear because of housing developments proposed in the area.**

While I do not object to new houses being built in around the Kibworths, it is inevitable that traffic along the A6 is going to intensify and therefore exacerbate the issues/conditions raised above. An increase in local population will obviously result in an increase in traffic, an increase in accidents, an increase in congestion, anger, abuse, pollution and fear for the local community.

There seems to be no appropriate solution other than to bypass the small and congested village of Kibworth, allowing a more direct route to Market Harborough and the A14 to be established. A bypass would also be more appropriate for the volume and type of traffic, which has increasingly become commercial heavy-weight lorries. Is it fatalities that will sway a decision to build a bypass? Maybe it is not enough that residents along the A6 are in fear from the constant threat of abuse, the rising levels of dangerous pollution and the fear of being mowed down by speeding and impatient motorists.

I have spoken with other residents along the A6 and those who reside in Kibworth who feel that walking along the A6 is unpleasant and unsafe and we all agree that it is high time that this matter stopped being bypassed and therefore urge you to take action. Alternatively, if a bypass will not be considered then maybe you could look at implementing some strategies to make walking and living here safer. Crash barriers, ‘Go Slow’ signs?

I will be sending a copy of this local councils, MPs, authorities, fellow residents, action groups, local and national media and will be looking to lobby support for this cause. We are fed up with being ignored and appalled at the less than sympathetic responses from local authorities and developers. This is a crisis and we do not want to live in fear any longer.

I very much look forward to your timely response which I hope will include a proposal for action.
## Appendix 7 – Accident sites on A6 through the Kibworths (Ptolemy, 2017)

### Official accident statistics for this section of road (Aug 2012 to July 2017)

<table>
<thead>
<tr>
<th>Date</th>
<th>Cas</th>
<th>Sev.</th>
<th>Vis.</th>
<th>Manv.</th>
<th>Road Cond.</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/08/2012</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>Right</td>
<td>Dry</td>
<td>18:20</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt JW NEW ROAD.</td>
</tr>
<tr>
<td>22/08/2012</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Wet/Damp</td>
<td>19:10</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt JW WEST LANGTON ROAD.</td>
</tr>
<tr>
<td>22/11/2012</td>
<td>1</td>
<td>Slight</td>
<td>Dark</td>
<td>No turn</td>
<td>Wet/Damp</td>
<td>16:45</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP. OUTSIDE BEAUCHAMP GRANGE.</td>
</tr>
<tr>
<td>27/05/2013</td>
<td>2</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>16:42</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP. APPROX 25M S/E MARSH DRIVE.</td>
</tr>
<tr>
<td>09/10/2013</td>
<td>1</td>
<td>Slight</td>
<td>Dark</td>
<td>No turn</td>
<td>Dry</td>
<td>20:13</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt JW NEW ROAD.</td>
</tr>
<tr>
<td>19/02/2014</td>
<td>1</td>
<td>Slight</td>
<td>Dark</td>
<td>Right</td>
<td>Wet/Damp</td>
<td>17:42</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt JW WEST LANGTON ROAD.</td>
</tr>
<tr>
<td>09/05/2015</td>
<td>1</td>
<td>Slight</td>
<td>Dark</td>
<td>No turn</td>
<td>Dry</td>
<td>03:39</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt. OUTSIDE HOUSE NO 59.</td>
</tr>
<tr>
<td>21/05/2015</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>17:45</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt JW MAIN STREET.</td>
</tr>
<tr>
<td>17/06/2015</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>17:30</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt EXACT LOCATION UNKNOWN.</td>
</tr>
<tr>
<td>29/07/2015</td>
<td>2</td>
<td>Slight</td>
<td>Light</td>
<td>Right</td>
<td>Wet/Damp</td>
<td>17:19</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP. APPROX 125M S/E DRIVE TO GRANGE FARM.</td>
</tr>
<tr>
<td>20/01/2016</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>14:00</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt. APPROX 500M N WISTOW ROAD ROUNDABOUT.</td>
</tr>
<tr>
<td>23/05/2016</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>Right</td>
<td>Dry</td>
<td>08:00</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt JW MAIN STREET.</td>
</tr>
<tr>
<td>26/06/2016</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>09:30</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt JW NEW ROAD.</td>
</tr>
<tr>
<td>12/08/2016</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>12:50</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt NR END OF DUAL C/WAY.</td>
</tr>
<tr>
<td>18/08/2016</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>14:50</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP NR SHOOTING GROUND.</td>
</tr>
<tr>
<td>10/09/2016</td>
<td>2</td>
<td>Slight</td>
<td>Dark</td>
<td>No turn</td>
<td>Dry</td>
<td>19:08</td>
<td>A6 HARBOROUGH ROAD KIBWORTH HARcourt. APPROX 80M N/W WEST LANGTON ROAD.</td>
</tr>
<tr>
<td>25/01/2017</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Wet/Damp</td>
<td>08:50</td>
<td>A6 LEICESTER ROAD KIBWORTH HARcourt. OPPOSITE THE PADDOCKS FARM.</td>
</tr>
<tr>
<td>12/05/2017</td>
<td>1</td>
<td>Serious</td>
<td>Light</td>
<td>No turn</td>
<td>Wet/Damp</td>
<td>14:11</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP. OUTSIDE SHOOTING GROUND.</td>
</tr>
<tr>
<td>21/06/2017</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Dry</td>
<td>18:34</td>
<td>A6 HARBOROUGH ROAD KIBWORTH BEAUCHAMP APPROX 200M NW DEBDALE ROAD</td>
</tr>
<tr>
<td>29/06/2017</td>
<td>1</td>
<td>Slight</td>
<td>Light</td>
<td>No turn</td>
<td>Wet/Damp</td>
<td>16:08</td>
<td>A6 HARCOURT ESTATE KIBWORTH HARcourt. APPROX 45M N/W CHURCH ROAD.</td>
</tr>
</tbody>
</table>