

Snapant Junction Small Improvement Scheme

Electronic copies of the Snapant plans (TI004268-HW-001 Rev-.pdf and TI004268-HW-002 Rev-.pdf.) were received by email from Cllr Christopher Le Hardy on 1st December 2016. These plans were also received in hard copy by a number of villagers. A Residents Meeting - was called by SLOW (Safer Lopen Now) 4th December 2016 to agree a response to the proposed plans.

It was unanimously agreed by all in attendance, that the plans fell well short of the expectations and requirement of the villagers and in no way achieved the primary requirement of residents which is to improve road safety for all within the village. Indeed, it was widely felt that the proposed plans had the potential to increase speeds and add to the danger within Lopen.

In essence, it was felt that the proposal must be changed to achieve an overall reduction in speed through the village, and thus achieve better safety and not as the current plan appears to set out, to increase the speed of traffic through the village. The reduced speed limits to 20 mph remains the only acceptable means of doing this. It was not considered that increasing any areas within the village to over 30 mph was acceptable.

One of the key objections to the proposal was that the introduction of a 40 mph limit through Snapant to the north and the residential section to the south, would not only seriously reduce safety in these sections, but would also result in increased speeds through the centre of the village. Again, this is why we have consistently called for a 20 mph limit through the central section of the village.

Concern that removing the 30 mph limit on Kitchens Lane and Snapant (from Dinnington), will greatly reduce the safety of these roads and both associated junctions which have seriously restricted visibility was also expressed.

In order to address the proposed plans, our responses are considered in a north-easterly to south-westerly direction.

General observations and Recommendations:

1. **New signage at Lopen Head.** Generally agreed that the need for clearer signage for the 7.5 t weight restriction was favourable.
2. **Change of speed limit from 30 mph to 40 mph below Lopen Head.** It was not accepted that increasing the speed limit into the Snapant S-bend is appropriate. We support better signage, but not the change of speed limit. **The Speed limit on this road section should therefore remain at 30 mph with the 20 mph advisory signage remaining.**
3. **Broomhill.** Current signage remains as at present; 30 mph and National Speed Limit.
4. **Snapant to Dinnington Road.** Leave existing 30mph sign south of Snapant / Kitchens Lane junction and retain the current speed limit through Kitchens Lane. This, along with better / clearer signage will improve safety on this blind bend and the two associated junctions. Increasing the legal speed at these junctions cannot contribute to improving safety.
5. **Holloway.** Change planned 30 mph to 20 mph and add associated gateway feature with "20" on the road in the south-easterly direction.
6. **Between Frog St and Mill Lane.** Install new signage as planned, but with the 30 mph replaced by 20 mph and 40 mph replaced by 30 mph.
7. **Mill Lane junction to edge of village and Hinton Turn.** Remain as currently; 30 mph
8. **Village gateway red markings** at each 40/30 and 30/20mph boundary to (Standard drg SD-TC-005 REV should be installed to highlight the speed change and entry to village.
9. **Lopen to Merriott Village.** Based on Highway's own recommendation of 'speed funneling', it would be of great benefit to road and pedestrian safety to change the current national speed limit between the two villages to 40 mph. This road has a number of blind residential and farm access points and has seen several serious road traffic accidents in the last 5 years.

10. In addition, the scheme has failed to address the call from residents to provide either soft curbs, or as a minimum a white line, along the EAST side of the road between Church Street and Frog Street to improve the safety of pedestrians and vehicles exiting blind driveways through this section.

Footnote:

The width restrictions signs on Moor Lane. This is not within Lopen Parish, it has not appeared within any previous consultation notes and has no bearing on the village or Snapant. We ask that this be withdrawn from the current SIS, and the associated cost be re-directed to the proposed works within Lopen Parish.

SLOW (Safer LOpen Now) 4th December 2016