

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.



Other examples are shown in the attached images.

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.

Compiled and presented on behalf of Kings Bromley Parish Council©.

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)

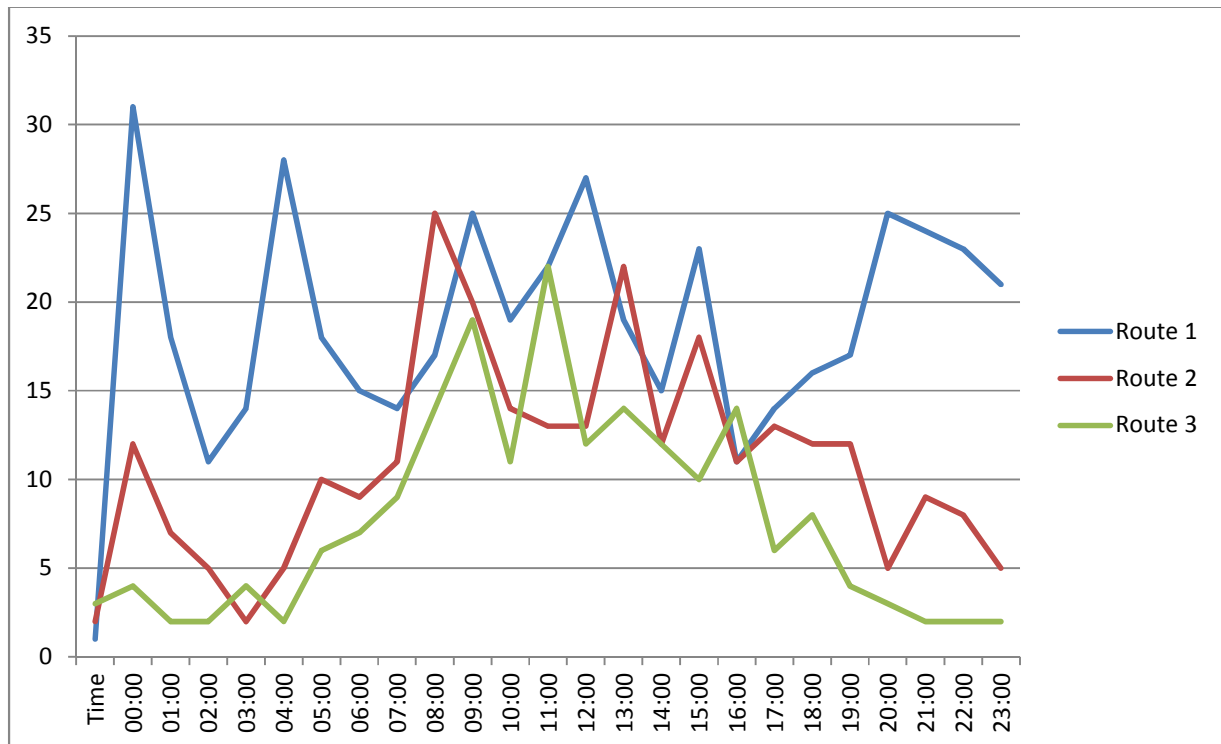
	Route				
Time	1	2	3	Total	Jct block
00:00	31	12	4	47	0
01:00	18	7	2	27	0
02:00	11	5	2	18	0
03:00	14	2	4	20	0
04:00	28	5	2	35	0
05:00	18	10	6	34	0
06:00	15	9	7	31	0
07:00	14	11	9	34	2
08:00	17	25	14	56	3
09:00	25	20	19	64	2
10:00	19	14	11	44	1
11:00	22	13	22	57	3
12:00	27	13	12	52	2
13:00	19	22	14	55	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.

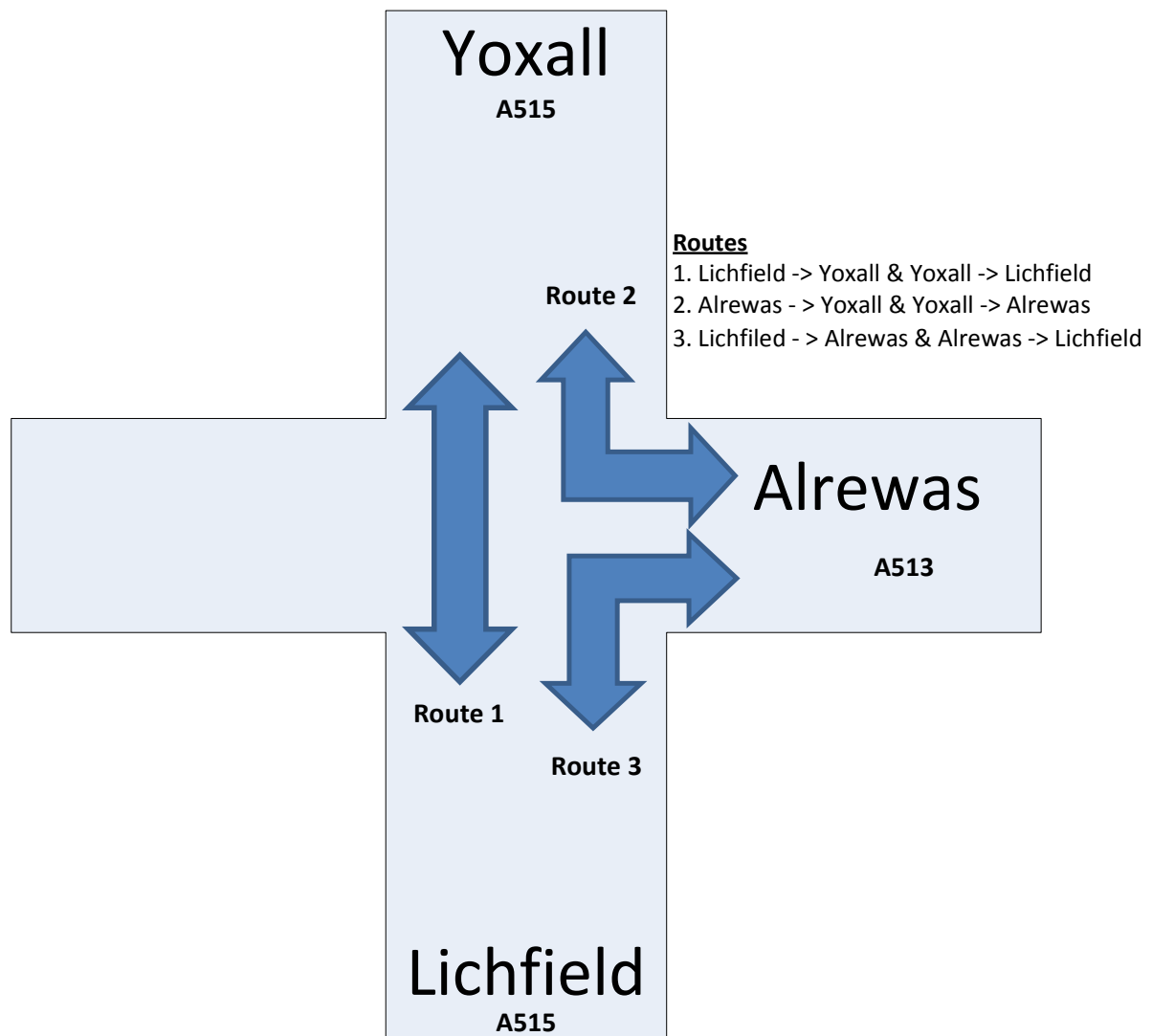
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It should be noted that 308 truck movements were recorded in the unsociable hours of 21.00 to 07.00.

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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